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The Stately Homes of SCHWEPPSHIRE

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We have decided to open part of the gardens and visitors are welcome. At the same time we have made it clear that we are not allowing strangers to wander everywhere. We want to share our pleasures with the People (children half price); but we have no intention of imitating some of the more "aristocratic" patrons of stately homes who allow people to amble round on their own. Visitors are welcome between 3.30 and 4.30 except at weekends and holidays unless there is a notice up to the contrary. No dogs are allowed though they may look quietly through the front gates if on a lead. Visitors will be searched for litter before entering, and again, before they leave, for seeds. Cars may drive to the gate but they must be parked inside the manure yard, *backs* to the wall. The dwelling quarters are barricaded off, but visitors are requested not to look at them and are particularly put on their honour not to raise their eyes above the level of the ground floor. And remember: ONE-WAY ONLY: *No Smoking, chewing or snuff:* E PERICOLOSO SPORGERSI: *Tenez la gauche:* GROUND UNDER REPAIR: *Do not Look:* LOOK ROUND AND READ GREAT NATURE'S OPEN BOOK *(Keep Moving):* KEEP OFF: *Do not disturb gardener's boy:* LOW CHATTER ALLOWED HERE: *All cameras will be confiscated here.* The penalties for stealing bulbs or for pulling the communication cord are printed on back of card.

Written by Stephen Potter; designed by George Him

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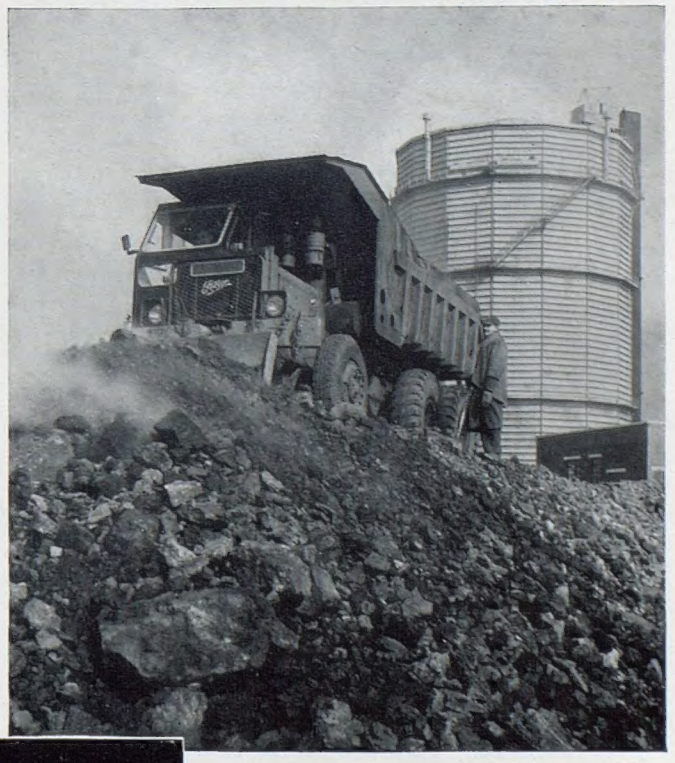

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Volume CCXXIX No. 2984

The SPHERE, London, June 8, 1957

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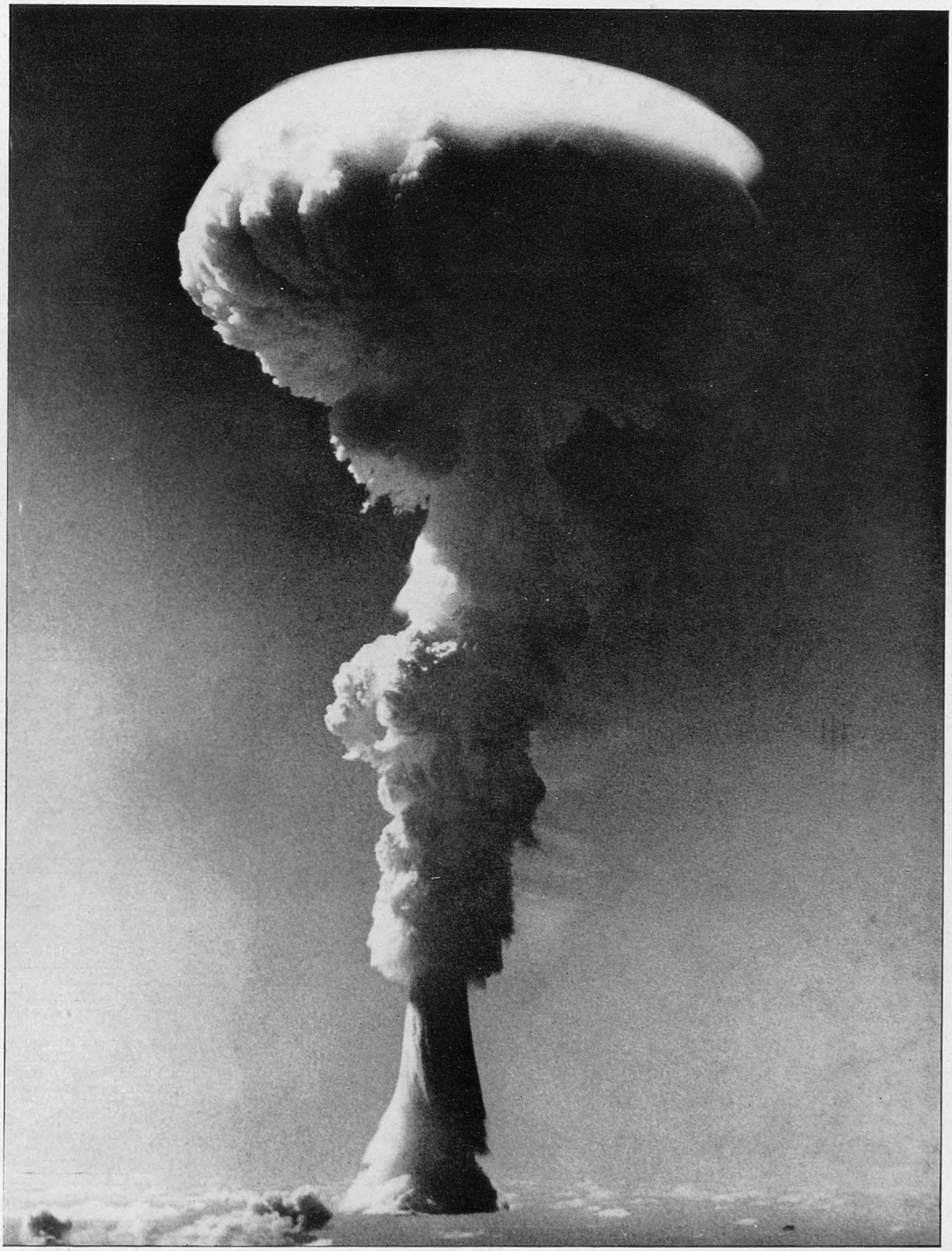

THE FIRST BRITISH HYDROGEN BOMB EXPLODES—THE MUSHROOM-SHAPED NUCLEAR CLOUD ABOVE THE CHRISTMAS ISLAND AREA OF THE PACIFIC : This official picture of the British H-bomb test on May 15 was released at the end of last week. At the same time it was announced that Britain had exploded a second H-bomb. It was dropped from a Valiant bomber near Malden Island, some 400 miles south of Christmas Island.

The historic picture of the Christmas Island test was taken from an aircraft flying above local natural cloud. Owing to this and perspective, the gap between the base of the mushroom column and the sea is not apparent. The projectile had the power of a megaton (the equivalent of 1,000,000 tons of T.N.T.). The second bomb, exploded near Malden Island last week, was reported to be bigger. Its explosion, which was watched by observers and newspaper correspondents from a distance of thirty-five miles, took place from a great altitude. It was stated that the reason for this was to minimise fall-out. Afterwards Mr. W. R. Cook, the scientific director, said that the fall-out would be "comparatively negligible." The debris from the fireball was condensing into extremely fine particles which would distribute themselves over the stratosphere and take months or years to fall back to ground-level. (Pictures of a new American atomic explosion on page 375.)

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B.B.C.'s NEW CHIEF

SIR ARTHUR FFORDE IS TO BE THE NEW CHAIRMAN OF THE GOVERNORS OF THE BRITISH BROADCASTING CORPORATION: He is seen, on right, with Mr. Ernest Marples, the Postmaster-General, after his appointment, which will take effect from December 1. At present he is headmaster of Rugby, from which he announced his resignation last year. During the war Sir Arthur was attached to the Ministry of Supply and the Treasury. He was also a partner in a firm of solicitors.

"COMPLEAT IMBIBER"

AN EXHIBITION AT THE CAFE ROYAL IN LONDON: Sir Derek Gilbey, Mr. James Laver, and Miss Frances Day are looking at some of the exhibits in the "Compleat Imbiber" Exhibition. It illustrates the drinking fashions of Britain from the Roman occupation to the present day as reflected in drinking vessels, furniture, books and pictures of each period. The exhibition is divided into eleven representative sections. It has been assembled from collections all over the country.

A 17th-CENTURY COAT OF ARMS

A DISCOVERY IN A WALLPAPER SHOP: Mr. Harry Scott (left), a display artist, and Mr. Leslie Luck, the shop manager, are looking at the painting of the Royal coat of arms they discovered behind the plaster of the wall in an upstairs stockroom at the shop in Watford High Street. They made the discovery while investigating a small hole in the plaster. The painting is in a good state of preservation and bears the date 1614. Mr. Scott and Mr. Luck, who have approached the Victoria and Albert Museum for advice, intend to preserve it.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number for Great Britain and Eire, are* £6 1*s.* 6*d.; 6 months and Christmas Number,* £3 3*s.; 6 months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d. (or* $16), £2 19*s.* 6*d. and* £2 15*s.; and for elsewhere Overseas* £5 19*s.* ($16.50 *cents in the U.S.A.*), £3 1*s.* 9*d. and* £2 17*s.* 6*d. All terms above include postage.*

A London Newsletter

195-198, STRAND, W.C.2.

Welcome Home.—Before these lines see print, Sir Anthony and Lady Eden should be back in England and will, I am sure, receive a warm and royal welcome. The nation has watched with sympathy his brave fight to regain his health. Whatever words were spilt at the time of Suez, the whole nation must remember his long and distinguished career of service, devoted primarily to peace, to his country and to the world and must acknowledge in him a man who, accepting the labours and responsibilities of a modern Premier, accepted with them the almost inevitable risks to his personal health which nowadays only giants can escape, and then only if they are warned by his example. We must all unite in wishing him a period of successful convalescence in peace and privacy during long summer days.

An Exclusive Club.—Most of the very exclusive clubs in Pall Mall, and no doubt in the world's capitals, have long been compelled by economic necessity to enlarge and broaden their membership. The most exclusive in the world—the H-bomb Club—will, we all hope, be able to retain its exclusive title and restrict membership to its three original members. There is to be no waiting list if President Eisenhower has his way. If the President has something here, it will ring the bells of Heaven the loudest peal for years, for I don't think there is a great demand for election, and the entrance fee and subscription are very high and there is more fun to be had at Boodles, or even the Athenæum. Will the other members agree to keep the Club exclusive? I can't see why Britain should refuse and the plan should suit Russia also, who looks coldly on new aspirants for membership. If the Club remains exclusive, its committee may then consider means to economise and reduce costs. That may be a more contentious item on the agenda. It looks as if the President's proposals for shedding the load may strike Britain as too exclusively directed to America's safety, comfort and convenience in the first stages and the Russians may suspect they are directed against Russia. But the bells in Heaven will ring if even a formula, a grouping of words, can be devised which will satisfy all three original members and lead them on to minor reforms which will make their house more comfortable for themselves—and outsiders. Then (and now) they can be as exclusive as they please.

AT THE JAMESTOWN CELEBRATIONS

SIR DENYS LOWSON TOURS COLONIAL WILLIAMSBURG: The former Lord Mayor of London is accompanied in a period carriage by Mr. Kenneth Chorley, President of Colonial Williamsburg, during a tour of the restored part of the city. Sir Denys is Chairman of the British Joint Consultative Committee for the 350th anniversary celebrations of Jamestown, Virginia. The footmen are wearing the velvet full State liveries which Sir Denys used while Lord Mayor, and which he presented to Colonial Williamsburg in appreciation of his official visit. He was the first Lord Mayor ever to visit the United States.

Lord Salisbury's Gesture.—Lord Salisbury's Suez motion was a gesture and no more. The debate enabled many noble lords to say their pieces and unburden themselves. When Lord Salisbury, after the last voice had been silenced, withdrew his motion, he admitted the gesture. He agreed that a boycott of the Canal by two nations only would have been futile, but he wished the Government had minimised the surrender with the rider: "Use the Canal on Nasser's terms if you feel you must, but not if you can avoid it." I suppose there are ways of wrapping up defeats to make them look like drawn games; and generally when it is tried on, the winner smiles behind his hand and no one is deceived. But never mind. The past is the past. Humble pie, when eaten, leaves the larder, though the smell may still hang in the air. Time is on our side. We are going to persist in rallying opinion, world opinion, Canal-users' opinion, U.N. opinion. "We will never surrender." Well, I read what the noble lords said and what the Government promised, and to this extent I agree that Time is on our side, if we have patience. I cannot recall many instances in history of dictators who did not come to a sticky or ridiculous end at last, or of countries who have pinned their faith on, and hitched their wagon to, a dictator's star who did not repent of that exuberance bitterly with tears.

Pay Standstill.—£70,000,000 is the price to be paid for a year of peace in the engineering industry—as far as a standstill in wage claims can achieve peace and an end to strikes (some of which are not the result of wage claims): 2,750,000 workers will benefit by a rise of about 10s. a week and their pastors and masters promise for them that they will strike less impetuously and more constitutionally and not ask for more wages for a year, and will work their full hours, avoid some restrictive practices, grouse less about new machinery and techniques, and not discuss grievances in working hours. In short, that for twelve months they will all buckle to to help pay the bill by enabling their managements to quote firm prices for their products and services in the face of keen competition, and so to step up production and exports. As for the strings attached to the general rise in wages, they are slender enough. The employers rely chiefly on the twelve-month truce from wage claims. Any further sharp rises in the cost of living may snap more strings than one; and not all the strings are firmly attached at both ends—by any means: £70,000,000 is a lot of money to make up, and it won't be made up unless the strings hold. A pay standstill by itself will not end a production standstill.

The Price of Admiralty.—Lord Nelson set a gruelling standard for naval officers. The telescope and the blind eye virtually implies that for a naval commander to do his duty is "not enough." His orders do not cover his duty. His duty is to succeed. If his orders are not clear, or are bungled, or will not achieve success, his duty is to disregard them and risk being shot at. Other high servants of the State are usually safe if they obey the orders given them in the letter. The naval commander has a more ticklish responsibility. He must succeed whatever his orders or find a reason why not. All my life I have felt that that Nelson touch imposed on naval commanders of all ranks a disproportionate and almost intolerable responsibility. Admiral North did his duty by his orders, obscure as they were. But he failed to succeed, despite of them. He is cleared of negligence and of any reflection on his honour. He remains a fine Commander but not a Nelson. And Mr. Macmillan, who alone of recent Premiers has given time and trouble to a case of deplorable hush-hush, will consider what may be done in the way of an *amende*. I suppose Oscar Slater, when he got his cheque for £7,000 may have murmured "too little and too late." But so many public faces have to be saved in these cases that delays are inevitable, as Dreyfus and others discovered.

Refusal to Jump.—Whenever I read of a court-martial sentence on a boy who fails to obey orders to make a parachute jump, I become hot under the collar. The other day a boy of eighteen was sentenced (subject to confirmation) to eighty-four days' detention for disobeying an order to jump. He had made his first jump during his training at Abingdon and (so he said) felt he could not go through the experience again. He had tried to overcome his fears and he failed. That this form of disobedience to orders could be regarded as deliberate insubordination is beyond my understanding. There are a number of nervous diseases which attack otherwise sane men and may poison their lives. All forms of claustrophobia, for example, are among them. Psycho-analysis cannot always, or often, cure the victim, and to remain subject to them is no proof at all of lack of physical courage or discipline, even self-discipline. One can hardly accuse those who cannot enter a lift

or use the Tube as "cowards" or rebels. There are many such and among them physically brave men. I believe precautions are taken to ensure that volunteers in the Parachute Regiment really are volunteers and are mentally and physically fit for the job they promise to undertake. The wonder to me has always been that so vast a proportion of the race, old and young, have taken so easily to this new element and all that it implies in new nerve-stresses. But that does not justify an official assumption that pre-tests are only a matter of form, or that victims of such diseases are rare and probably bogus. They are not. They are many and they deserve sympathy and even admiration for a life-long fight against incurable handicaps. And medical science is still in its infancy if it fails to recognise and make allowance for an often incurable mental disease. No doubt (I hope) the sentence will not be confirmed. Its pronouncement came as a shock to me.

The Value of Money.—Mr. Eugene Grace, aged eighty-one, Chairman of Bethlehem Steel Corporation, gets an "Oscar" as the first American businessman to earn more than £285,000 a year. He earned last year £288,932. He is eighty-one and, I suppose, realises that he can't take it with him. The Treasury realised it, too, and shed his load for him to the extent of £240,000 in taxes. So this poor little rich man had only about £50,000 to spend in the year, and, the cost of living being what it is in America, I dare say by the end of it Mr. Grace would have had only his pyjamas to shed if he had been called to Grace on the last day. Still, the whole set out (and not only in God's own country) suggests that our ideas of money are in a muddled state. "A fellow must have a biscuit," as the Old Edwardian Duke said when his adviser on retrenchment suggested that six still-room maids were perhaps unnecessary. It is even more absurd that a fellow must pay for his biscuit by earning a king's ransom and handing back to the Treasury all but the current price of a biscuit.

Traffic Lights and Zebras.—Driving in a hurry from Tottenham Court Road to Trafalgar Square last week, I damned the traffic jams of London and wondered whether co-operation and common sense even now might not produce a little easement. There are two or three notorious bottlenecks on that route and at each of them there is a zebra-crossing at the traffic lights, and invariably when the green light appeared and traffic was about to proceed, a policeman began to shepherd pedestrians across the zebra. When the last is across, the green turns to red, and the wheeled traffic must await another chance and may even miss two green lights. If the zebras were used while the red light showed, traffic on wheels might be speeded up. But I suppose there is a good reason for everything done by authority, and I and my taxi-driver were showing unreasonable petulance.

A Waterloo Run.—Foxy Fowler has been giving the police a Waterloo run. Dartmoor foxes are usually soon chopped in covert. Foxy Fowler has broken records. They seek him here, they seek him there, the busies seek him everywhere. Perhaps they have changed foxes occasionally. This "demned elusive pimpernel" has had a remarkable Odyssey from Dartmoor to Essex, with view halloos in Wales and Yorkshire, and on to Essex and Hampshire and Worthing, in Sussex, and to Dorset, leaving a trail of stolen cars and replenishing his wardrobe and varying his disguises by many a burglary. I presume he is a witness to the theory that foxes enjoy being hunted and snatch at any opportunity to obtain the thrill of it. He has had a long run for his money and confirmed once again that when a man is wanted by the police, he is ubiquitous. There is hardly a county in England where some bright lad does not spot him, a form of detection which may help or hinder the official pack.

Haywire Seasons.—I suppose this has been an unusually cold May, though "cast not a clout" is always a wise man's policy. But never can I remember a May with so many frosty or near-frosty nights or with such continuous cold, strong and drying winds. February alone has so far lived up to its name. It filled the dykes. A mild March brought on flowers and shrubs and vegetables a month before their normal appearance. April gave us a mere decimal point of rain. And May has turned the countryside into iron or dust-bowls. What 's to come ? A summer of ruined summer frocks, washed-out open-air fixtures, deserted esplanades ? Or, at long last, one of those summers which all old bores like me remember from our distant youth, week after week of lovely days with convenient refreshment of gentle rain by night ? Many, many years ago, we enjoyed such a summer and had our meals out of doors constantly in the woods. For convenience, the children built an oven and erected a table and benches. There has been no occasion to use them since they were finished. H-bombs and all that ? Or perhaps old men forget and ancestral lore and rustic wisecracks are all bunk. I remind myself for comfort that the same drought worried us to the end of May 1956.

THE OLD STAGER

ROYAL OPENINGS FOR NEW BUILDINGS AT TWO UNIVERSITIES

THE QUEEN MOTHER AT THE UNIVERSITY OF LONDON : Her Majesty, as Chancellor of the University, walks between a double row of students as she leaves the Imperial College of Science and Technology to open the new Roderic Hill building. She is accompanied, on the left, by Dr. J. F. Lockwood, the Vice-Chancellor. The new building at the University commemorates the life and service of Air Chief Marshal Sir Roderic Maxwell Hill. He was Rector of the Imperial College of Science and Technology from 1948-54, and Vice-Chancellor of the University from 1953-54.

On left—

A ROYAL OCCASION AT CAMBRIDGE: The Queen Mother is leaving Homerton College, a teachers' training college, after opening a new wing to the buildings, seen in the left background. The new wing consists of three lecture rooms and two floors of single bedroom suites and, as the Queen Mother said in a speech, the extra accommodation will enable the students to enjoy much better the benefits of college life. As well as making a tour of the new building, the Queen Mother saw other parts of the college before going on to Girton, where she is the Visitor.

CHELSEA PENSIONERS HONOUR THE MEMORY OF THEIR FOUNDER

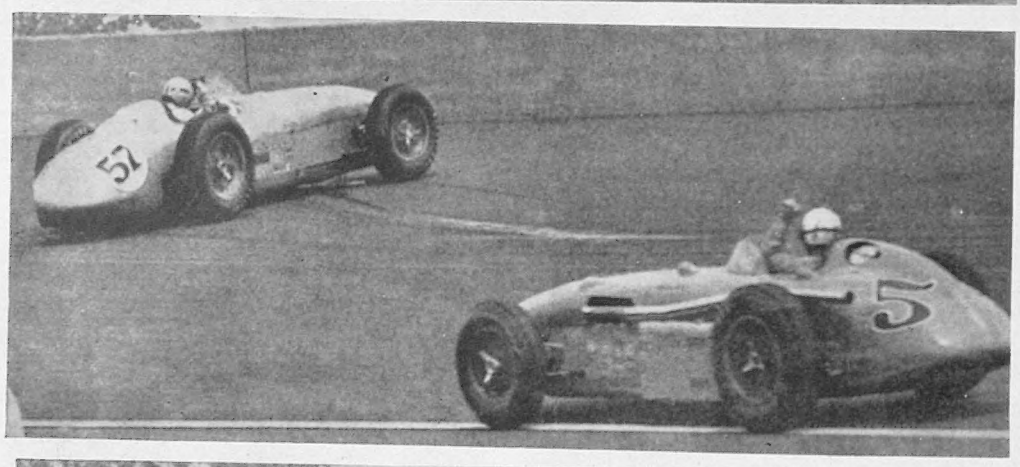
HATS OFF TO KING CHARLES II : The scene at the Royal Hospital at Chelsea, during the celebrations on Founder's Day, when the inspecting officer at the parade was the Duke of Gloucester. The Duke, who is also raising his cap, is standing on the front of the Royal dais. In honour of the occasion the Chelsea Pensioners wore the traditional "Oak Apple Day" oak leaves to commemorate the escape of King Charles after the Battle of Worcester.

THRILLS AT INDIANAPOLIS

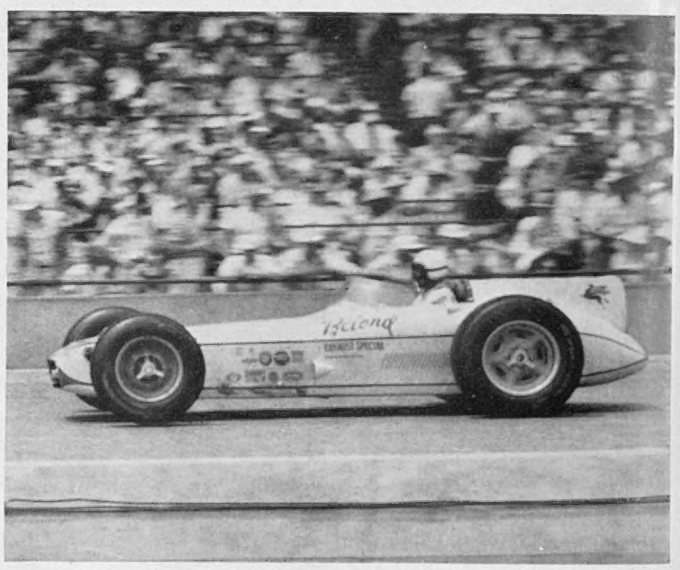
A Veteran Driver Wins the Fastest-ever Indianapolis Race

All the records in the Indianapolis 500-mile race-book were broken when a forty-two-year-old veteran car driver, Mr. Sam Hanks, drove his Belond Exhaust Special to victory in the forty-first of this famous series of automobile events. Mr. Hanks, who won the race on his twelfth attempt, led the field of thirty-two entrants for 141 of the 200 laps. He finished slightly better than 17 secs. ahead of Mr. Jim Rathmann, of Miami, who was driving the Chiropractic Special which was entered by Lindsey Hopkins, of Miami. It was the fastest race in the series which began in 1911. The official elapsed time of the winner was 3 hours 41 mins. 14·25 secs. for an average speed of 135·601 miles per hour. This supersedes the previous record of 130·840 miles per hour which was set up by the late Mr. Vukovich in 1954.

On right—
THE 500-MILE RACE GETS UNDER WAY: Thirty-two racing cars speed down the straight and into the first turn at the Indianapolis speedway course, in Indiana, U.S.A., soon after the start of the forty-first race for this classic event. Leading the field at this stage is the Sumar Special (right) driven by Pat O'Connor, who finished eighth.



A BOUNCE OFF THE WALL: After his car cannoned off the north-west wall during the race (*top*), J. Daywalt, one of the Indianapolis drivers, receives an "Okay" sign from J. Reece, driver of car No. 5, the Hoyte Special (*centre*), before leaping from his car when it came to a standstill (*bottom*).



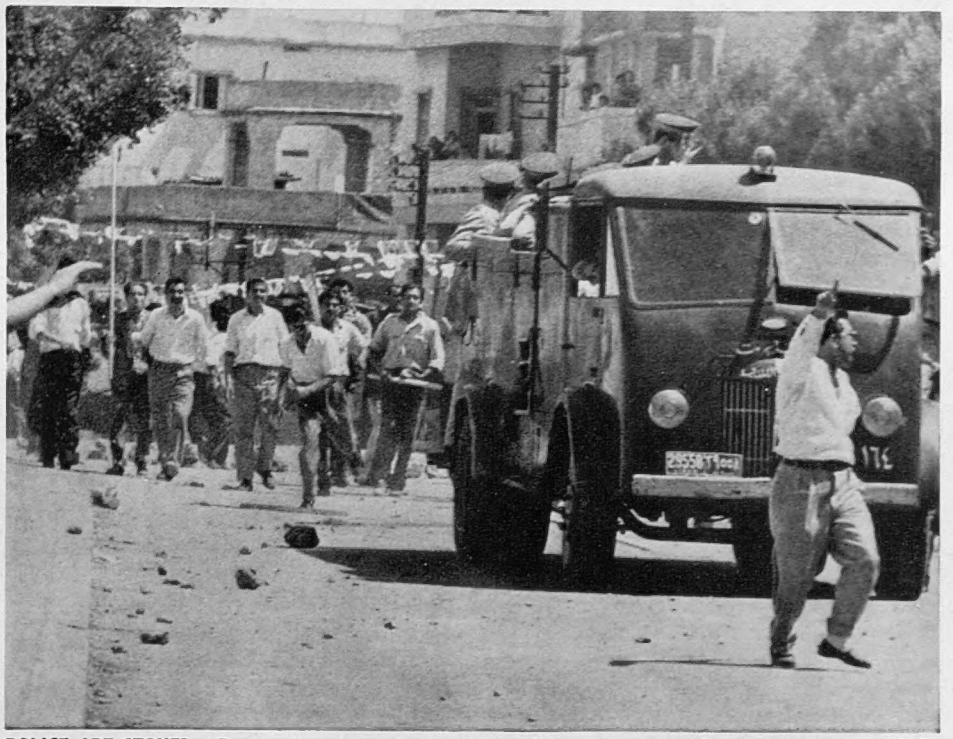
GRIMY BUT TRIUMPHANT: Mr. Sam Hanks, one of the veteran drivers, flashes past the stands at a fast speed to win the race at his twelfth attempt. He is driving a lightweight Belond Special. *Below*—He acknowledges the applause of the crowds and receives an embrace from actress Cyd Charisse. His wife is on the left.

RIOTS IN THE LEBANON

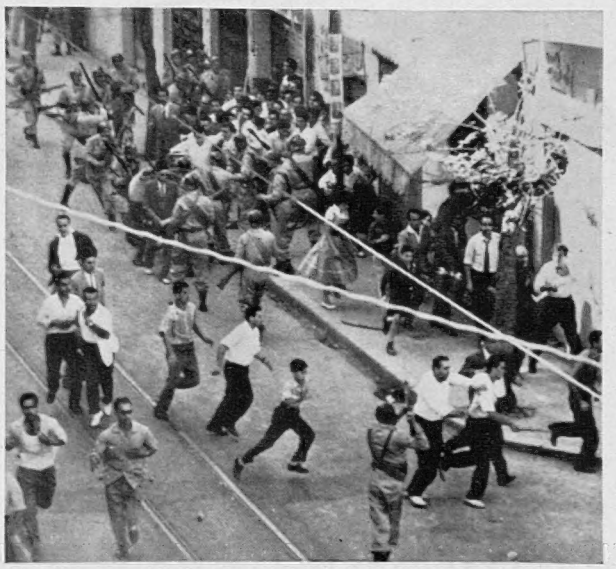
Death and Disorder in the Streets of Beirut as a Prelude to the Lebanese Elections

A CAR IN FLAMES : Owned by a candidate of the Government, it has been overturned and set on fire in a Beirut street.

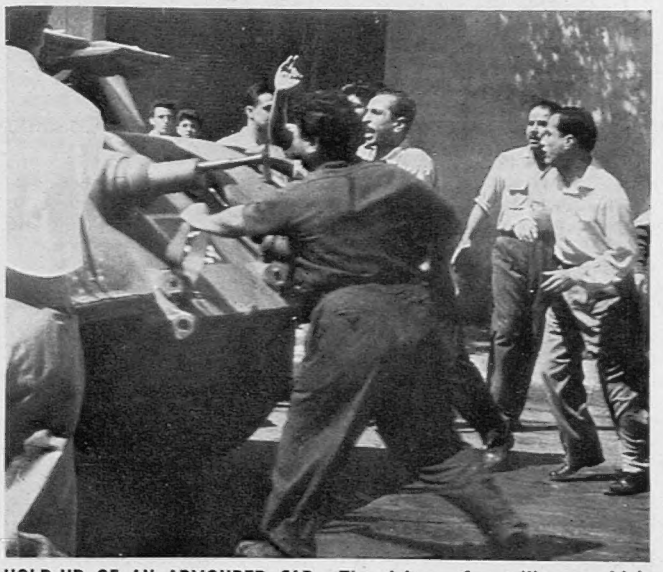
Lebanese politics are never easy to understand for they depend upon complicated personal rivalries and religious affiliations. To the elections taking place throughout the country this month, an extra factor has been added. This is intervention from other Arab countries. Superficially the riots last week were caused by domestic issues. The Opposition parties wished to demonstrate their disapproval of the Government's method of conducting the elections. But what began as a peaceful protest march ended as a major riot in which there was considerable loss of life and injury. Later the Cabinet claimed that the Opposition was attempting a *coup d'état*. While this may be questionable, there seems little doubt of Egyptian and Syrian complicity in supplying arms and money to instigate the demonstrators to violence, especially against any pro-American foreign policy.



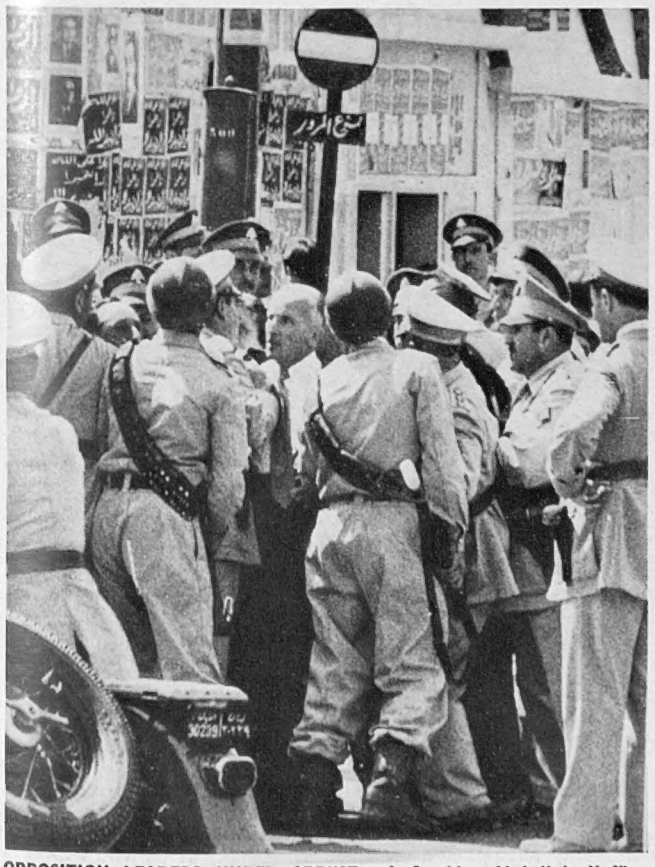
POLICE ARE STONED : Demonstrators hurl stones at a lorry carrying police in the capital of the Lebanon. After the pre-election riots last week it was stated in a Cabinet communiqué that five people were killed and that the Opposition parties who caused the disorders were attempting a *coup d'etat*. Anti-Government sources put the casualties much higher.



TROOPS IN ACTION : Steel-helmeted soldiers, some swinging their rifles, disperse a crowd of demonstrators.



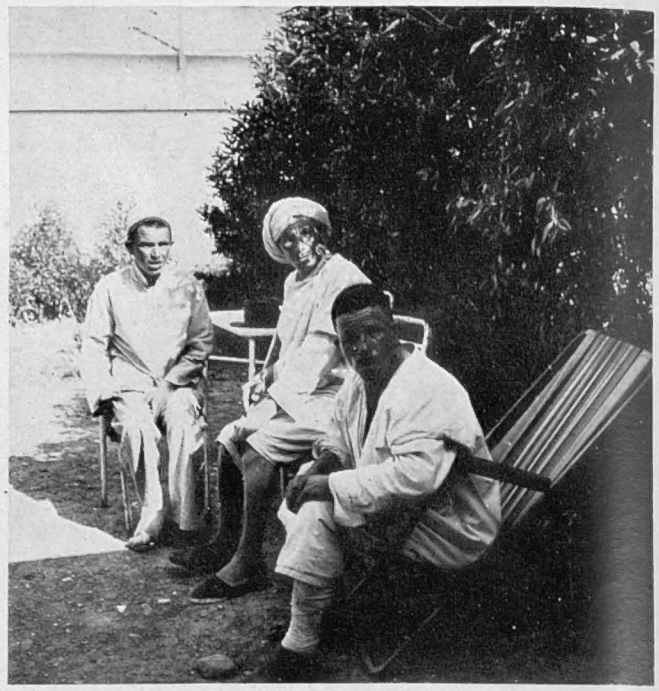
HOLD-UP OF AN ARMOURED CAR : The driver of a military vehicle is menaced by angry citizens in Beirut. It was reported that rioters were helped by Egyptian and Syrian arms and money.



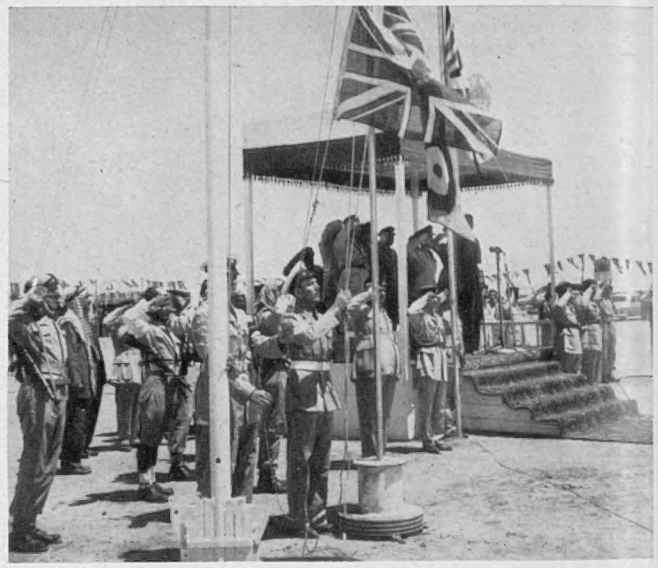
OPPOSITION LEADERS UNDER ARREST : *Left*—Mr. Abdullah Yaffi, a former Lebanese Prime Minister, is surrounded by police. He was one of those leading the Opposition march of protest against the Government election tactics and foreign policy, from which the riots started. His wife, also in the procession, was injured. *Right*—Two other Opposition candidates, Sabri Hamadeh (wearing fez, left) and Ahmed Assad (in fez, right), are led away from the demonstration in Beirut by the police.

THE NEWS IN PICTURES

BURYING THE DEAD FROM AN ALGERIAN MASSACRE : Inhabitants from neighbouring communities assist in digging graves outside Melouza for over 300 men and youths—almost the entire male population of the village—who were massacred by Algerian rebels. The victims were shot, knifed or hacked to death before their womenfolk. The assassinations were instigated by the National Liberation Front (F.L.N.), who, two days later, perpetrated another outrage at Wagram, in the Oranais district, where thirty-six Muslim farm-workers were killed and another twenty-eight wounded. These are only two of the series of mass and individual killings carried out recently by Algerian rebels. In a broadcast after the massacre, President Coty drew the attention of "international opinion" to "these abominations." The situation in Algeria is further complicated by the French Governmental crisis and by the tension in Franco-Tunisian relations.

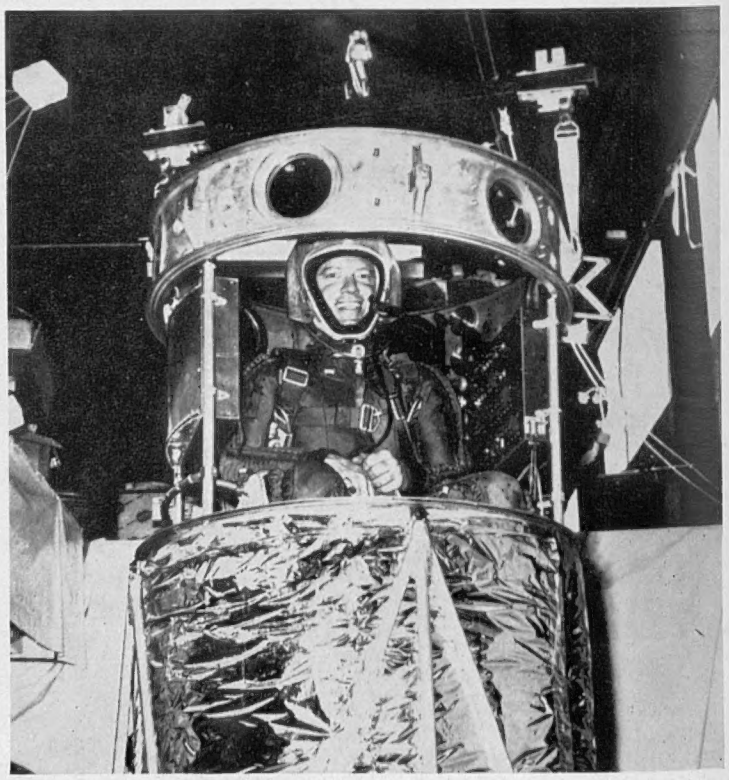


SURVIVORS FROM THE MELOUZA SLAUGHTER : These three were some of the very few men who escaped in the massacre of the male population of their village by anti-French Algerian Nationalists.



BRITAIN HANDS OVER AN R.A.F. BASE IN JORDAN : *Left*—King Hussein and Mr. Charles Johnston, the British Ambassador in Jordan, walk across the airfield at Mafrak at the ceremony by which Britain gave up the base to Jordan. *Right*—The Union flag and the R.A.F. ensign are lowered in the presence of the King and the Ambassador, on the dais behind. After this the Jordanian colours were ceremonially hoisted. The handing-over was in accordance with the termination last March of the Anglo-Jordanian Treaty of 1948.

A BOMB IN THE CAR OF EX-PRESIDENT PERON : Police and detectives stand by the damaged Mercedes-Benz of Juan Peron, the former dictator of Argentina, in a street in Caracas, the capital of Venezuela. An explosion had occurred inside the car. Examination found that a bomb had been placed under the bonnet and attached to a sparking-plug. Ex-President Peron himself was not in the car when the bomb exploded. The sole occupant was the chauffeur, who was on his way to pick up Senor Peron and was not injured. However, police are reported to be carrying out extensive investigation into what appears to have been an attempt on the life of the man who was ousted from his position as dictator of the Argentine in September 1955. Since then ex-President Peron has been living quietly in exile.



AN EIGHTEEN-MILE ASCENT IN A BALLOON : Captain J. W. Kittinger, Jnr., of the United States Air Force, smiles from inside the aluminium gondola of the balloon which carried him to 96,000 ft. above the earth from St. Paul, Minnesota. The plastic balloon, filled with helium, ascended to an altitude of over eighteen miles in an hour and twenty minutes and remained at this height for two hours. It came down 80 miles from its point of departure. Captain Kittinger's feat exceeded by 20,000 ft. the previous altitude record for manned balloon flight established last November by two U.S. naval commanders.

THE NEWS IN PICTURES

CAEN UNIVERSITY RISES AGAIN : The rebuilt university in Normandy was formally opened last Saturday. The wing on the left comprises the Faculties of Law and Letters and the large new library. In the centre is the Faculty of Science, and, on the right, the administration block. The original buildings were destroyed during the fierce battle for the town in July 1944. Many people from France and outside it have contributed towards the reconstruction, notably Queen Elisabeth of the Belgians, who, with M. Billères, the French Minister of Education, presided at the inauguration ceremonies. Representatives of 112 universities from twenty-four countries were present. Sir Gladwyn Jebb, the British Ambassador, accepted an honorary doctorate on behalf of Sir Anthony Eden, whose name was greeted with loud applause. In the oration, the University of Caen (which was founded by Henry VI of England in 1432) paid, through Sir Anthony, "a respectful homage to her gracious Majesty, now reigning, the descendant of the suzerain and founder of the University." The reply, in the name of those honoured, was by Professor Orr, of Edinburgh University, whose work in linking Caen and Edinburgh Universities is being commemorated by the municipality in naming a street after him.

NIE" DECLARES THE WINNERS IN THE FIRST PREMIUM BOND DRAW : The doors have been removed from "Ernie" (Electronic Random Number Indicating Equipment) to show the mechanism of the machine which is used to select the winners in the Premium Bond draw. In the foreground are the control desk and teleprinters which receive the numbers from "Ernie." In the first draw at Lytham St. Annes the machine was set in motion by Mr. Marples, the Postmaster-General. The first number out was 1 KF 341150.

On left—

IN THE PARISH CHURCH OF ST. JULIEN, AT CAEN, DURING THE CEREMONIES OF THE INAUGURATION OF THE NEW UNIVERSITY : The church was designed by M. Bernard, the architect of the University.

ROBERT FROST AT MANCHESTER : The American poet gives a poetry reading in the Chemical Theatre at Manchester University. On the left is Mr. G. Moore, Lecturer in American Literature at the University. During his tour of England Robert Frost is receiving honorary degrees from Oxford and Cambridge Universities.

TWO STAINED-GLASS PANELS ARE SOLD TO A NEW YORK MUSEUM : A general view at Sotheby's, in London, showing the two Elizabethan heraldic stained-glass panels from Sulgrave Manor, which bear the arms of two Washington ancestors. They were bought by the Corning Museum of Glass, New York, for £3,200.

THE NEWS IN PICTURES

ANTI-AMERICAN RIOTS IN FORMOSA : Furniture and papers litter the street in Taipeh after they had been thrown from the windows of the United States Information Centre by Nationalist Chinese rioters. An angry mob also tried to burn down the American Embassy. At least eight demonstrators were reported killed or wounded. The reason for the outbursts of violence in Formosa was to demonstrate against the acquittal by a United States court martial of an American sergeant who shot dead a Chinese. The accused had pleaded self-defence. Strong protests regarding the riots were made by America to General Chiang Kai-shek's Government in Formosa, which then offered apologies. It is reported from Washington that the number of Americans on the island may be soon reduced.

PROTEST AT THE EMBASSY : The widow of the Chinese shot dead by the acquitted U.S. sergeant stands by her poster of protest outside the American Embassy in Taipeh. The riots started after she refused to leave the building.

On right—

CABINET-MAKING IN FRANCE : M. Pflimlin, the M.R.P. leader, talks to the Press as he leaves the Elysée Palace, in Paris, after President Coty had asked him to try and form a new Government for France. The fifty-year-old barrister has been a member of fourteen Governments, in eight of them being Minister of Agriculture. He was expected to reply to M. Coty this week.

FRANCE HONOURS A MURDERED ALGERIAN : A guard of honour was mounted for the funeral in the Val de Grace military hospital, in Paris, of M. Ali Chekkal, the former Vice-President of the Algerian Assembly, and a leading Muslim supporter of France, who was assassinated in the French capital a fortnight ago. Since then Algerian terrorists have attacked other individuals in Paris.

THE SOVIET-HUNGARIAN MILITARY PACT : Marshal Zhukov (right), the Soviet Defence Minister, and Mr. Geza Revesz, the Hungarian Defence Minister, initial the treaty in Budapest by which the Kadar Government permit the continued stationing of Red Army units on Hungarian soil. The Soviet forces put Mr. Kadar into power during the freedom uprisings of last autumn, and it is generally considered that their presence alone has kept him in office since. It would seem that the Kremlin is now encouraging its puppet Government in Budapest to increase repressive measures against the Hungarian people. In obtaining a legalised sanction from Mr. Kadar for its troops to stay in Hungary, the Soviet Union is defying the Peace Treaty made between the Allies and Hungary in 1947. This stipulated that all Allied troops should be withdrawn from the country within ninety days. A clause allowing Soviet forces to guard Soviet lines of communication to Austria no longer applies, as Austria is now independent.

ARCHBISHOP MAKARIOS DECLARES BRITAIN'S POLICY "UNREALISTIC" : He is seen speaking at a luncheon of the Foreign Press Association in Athens. Discussing the rejection by Mr. Macmillan of his offer for bilateral talks on the future of Cyprus, the Archbishop said that the British Government's policy in Cyprus was "absolutely unrealistic." He went on to declare that the only basis for future negotiation would be exercise of self-determination. For this he would be prepared to accept United Nations trusteeship.

THE NEWS IN PICTURES

MARSHAL VOROSHILOV IN INDONESIA: The President of the Soviet Union and Dr. Sukarno, the President of Indonesia, carry parasols while visiting a Buddhist temple in central Java. The Marshal was heading a Soviet delegation which spent a fortnight in Indonesia last month, returning the visit of President Sukarno to the U.S.S.R. last year. The Russians toured important centres in Java, Bali and Sumatra, and had a series of conversations with leading Indonesians. It was reported that agreement was reached on expansion of trade between the two countries and on economic and technical co-operation. From Indonesia Marshal Voroshilov went to Viet Nam, where he was welcomed at Hanoi by President Ho Chi Minh.

DOWN ON THE FARM AT GETTYSBURG: Dr. Adenauer and Mr. Eisenhower look over the side of a livestock pen at the latter's farm in Gettysburg. During his recent trip to the United States the German Chancellor was the guest of the President there. In Washington Dr. Adenauer had a series of important political talks and, as seems to be customary on his not infrequent visits to America, he emerged from them with success. He received a specific assurance that America did not intend to take action in the field of disarmament which would prejudice the reunification of Germany.

THE JAPANESE PREMIER IN RANGOON: Mr. Nobusuke Kishi (centre, in light suit) visits the famous Shwe Dagon Pagoda during his two-day stay in the Burmese capital. This was part of his goodwill tour of South-East Asia last month. He had come to Rangoon from New Delhi.

On left—

THE ANGLO-EGYPTIAN FINANCIAL TALKS: Sir Denis Rickett, leader of the British delegation, and Ahmad Abul Ela, Deputy Governor of the Bank of Egypt and an Egyptian delegate, shake hands in Rome before the start of the discussions. The object of the meetings was to attempt to reconcile the Egyptian desire for release of its blocked sterling with the British desire for compensation for assets seized by the Egyptian Government. Last week the preliminary discussions broke down and delegates returned to report to their Governments.

THE LATEST SYSTEM OF FIRE CONTROL: At Cowley Bridge Works, in Uxbridge, Middlesex, a test building has been set on fire. This was part of a demonstration of the latest principles of factory fire control. The employment of asbestos insulation in the roof, walls and trusses and specially devised ventilators confined the fire to a small area and left the building structurally undamaged after a half-hour of a severe conflagration.

AN ARAB CHIEF WHO LIVES AT PEACE IN ISRAEL: Sheikh Suleiman El Huzei'al, Chief of a 2,600-strong Bedouin tribe in the Negev area of Israel, sits outside his home near Beersheba. Immediately around him are three of his sons. From the left they are Shahir, Derdach and Suleiman, wearing the uniform of the Israeli Army in which he is serving. The Sheikh is one of the Arab Chiefs in Israel who has been loyal to the State since its inception. About 11 per cent of the 1,872,000 population in Israel are Moslems, Christians or Druses. Most live contentedly.

THE FLOODWATERS STRETCH TO THE SEA: In the Causeway Bay district of Hong Kong the flood caused by torrential rains reach to the shore. In the top left Victoria Park is inundated and, centre, right, the compound of Queen's College is under water. The deluge caused land-slides and the collapse of many houses and over thirty people were reported killed or missing.

LANDSLIDES FOLLOW THE FLOODS: The cliff has caved in and left the building above it in a precarious position. This was only one of the many landslides which followed the floods in Hong Kong. More than 1,000 people were evacuated from their homes.

DELUGE ON HONG KONG

Floods and Landslides Caused Heavy Casualties and Widespread Damage in the Crown Colony

For over forty-eight hours Hong Kong was subjected to torrential rains. Three weeks ago, both the island and the area of the mainland of China, which together make up the Crown Colony, were affected and floods and serious landslides followed. Many people lost their lives from drowning, from the collapse of houses or from being buried alive. Reports put the death roll at well over thirty, the figure comprising eleven known to be dead and twenty-three missing. Of the latter group it is believed that twenty were buried under a fall of earth in Tung Tau Village, Kowloon Village.

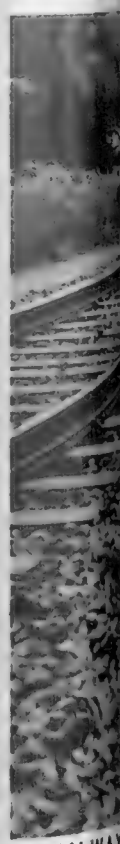
In addition the casualty list showed another thirty injured. Over 1,000 men, women and children were left homeless. The damage to property will certainly be finally calculated as running into millions of Hong Kong dollars. Among the hardest hit are farmers, whose lands have been inundated and livestock drowned in vast numbers. It is said that about 10,000 chickens, 5,000 ducks and a great many pigs were lost.

The speed and force with which the deluge struck can be judged from the police reports on the casualties. For instance: two people died in a hut collapse at Shek Kip Mei; another in a collapse at Kowloon Tsai Village; two were drowned at Ngau Chi Wan and one at Diamond Hill New Village, Kowloon City.

The most serious flooding probably occurred at Tsun Wan, New Territories, where the inhabitants climbed on to the roofs of inundated buildings and rescue teams brought 370 to safety. The ground floors of many districts of Hong Kong were under water and people worked frantically to save essential belongings and bail out the waters.

The landslips and landslides which were part of the downpour disrupted the public services. Railway lines were unusable, electricity and other supplies cut and, paradoxically, the Water Authority had to discontinue its service to certain streets. The fact that the telephone lines were down meant that precise details of the damage and casualties in outlying districts were hard to obtain.

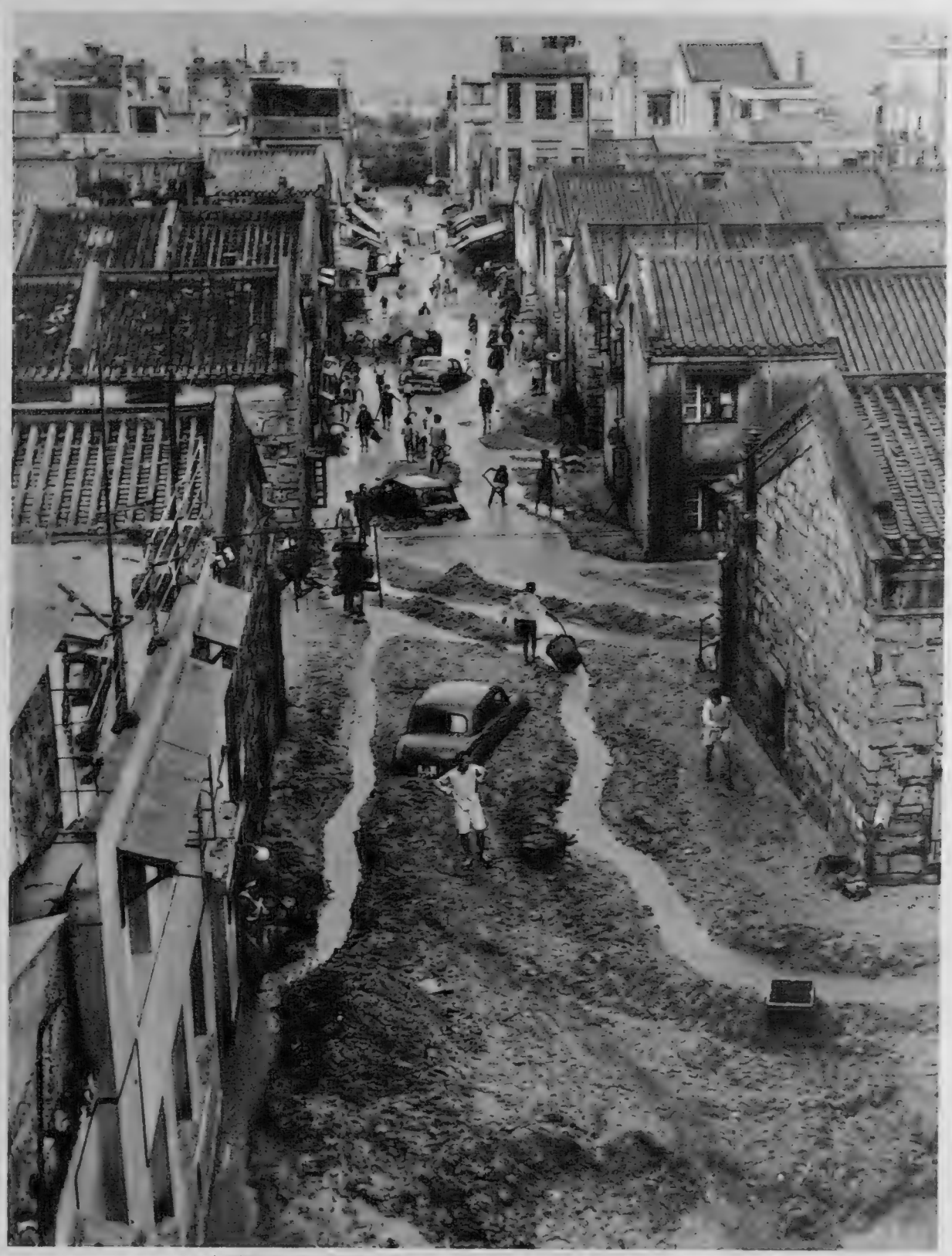
From the start of the disaster all those who could help engaged themselves in relief without stint. The fire brigades, the Colony's Civil Aid Service, members of the Public Works Department, personnel of the fighting services all co-operated. Above all, the police saved a bad situation from becoming worse. Not only did they deal with the innumerable traffic problems arising from the obstructions and craters which had appeared in many roads, they also warned those living in the danger areas to examine their surroundings and if there were signs of further landslides or collapses of buildings to report at once and evacuate themselves and their families.



A RAILWAY
village of more
in the Shatin

TRAPPED BY THE DELUGE: The lorry was travelling up Tai Hang Road when the surface, weakened by the rains, fell in near the junction with Perkins Road and the vehicle was swept down into a large crater.

A ROAD COLLAPSE IN THE DOCKS: Another gaping hole was made near the West Gate of the Taikoo Dockyard. Because of damage of this kind to the roads traffic through the colony was seriously disrupted.



A MUD-FILLED STREET: When the floods were drained or cleared, streets such as this narrow lane were left deep in mud in which cars were submerged. The military forces assisted in the relief work. Besides the loss of life, hundreds of huts were washed away, a vast number of animals were drowned and the damage to property was estimated at millions of Hong Kong dollars.

BANKMENT WASHED AWAY: The line itself was threatened near Shatin, a an 100 inhabitants, which was reported to be completely flooded. Farmlands lley were under 2 ft. of water and from the heights above there were landslides.

BURIED CARS: People pick their way past the vehicles almost completely buried in mud and sand. Many of the submerged cars were eventually towed out by trucks of the Royal Army Service Corps. It will be some time before all traces of the floods are removed from Hong Kong.

ART, COMMERCE AND POLITICS IN PARIS

A Commentary on Various Aspects of Life this Month in the French Capital

By GEORGE SLOCOMBE

PARIS, June.

A FEW weeks ago the diminutive, bearded painter, Jean Gabriel Domergue, smiling and exquisitely dressed as usual, came up to Paris from Cannes, where he had been entertaining the stars of the Film Festival, to inaugurate the most successful exhibition organised in this city for many a year. Domergue has made a fortune by painting beautiful—and wealthy—women in Paris and New York. The Institute, one of the five French Academies, has elected him a member, which gives him the privilege of wearing on solemn occasions a cocked hat, a bottle-green uniform and a highly decorated and decorative sword. Jean Gabriel has rewarded the Institute by transforming one of its white elephants, the immense, gloomy, unheated and unheatable mansion bequeathed to it by the late Nelly Jacquemart-André. She was the widow of the colossally rich banker-friend of Napoleon III, and the mansion had for long been one of the ten unknown and unfrequented museums of Paris. M. Domergue has turned it into the social success of the season and the resort of *Tout Paris* enchanted by a revelation of the fashions, the furniture, the jewellery, the painting, sculpture and even the music of the Second Empire.

Until now the Parisians of the twentieth century had been inclined to dismiss the Second Empire, and with it the Victorian age in England, as for ever dead and *démodé*. Now, thanks to Domergue and his flair for the curious and the beautiful, the Second Empire, if not the imperial and moustache of the Emperor Napoleon III, has come alive again, and discovered to be actually attractive. Thanks to the art of Winterhalter and his beautiful models, to the greater art of Corot and his landscapes, with or without figures, to the dreamy women of Renoir, who was born, like Manet and Monet, during the period of the exhibition, the mammoth Jacquemart-André mansion, solid as the Bank of France and almost as large, has been resurrected.

The music of Offenbach and Gounod floats discreetly on the air, broadcast from invisible microphones. Mannequins pose in the graceful satins of the time, wearing authentic jewels and ravishing hats. The portrait of the dancer Lola de Valence, by Manet, hangs on one wall, Winterhalter's full-length portrait of the Empress Eugénie on another, and Carolus Duran's famous picture of a "Woman With a Glove," is there to remind us where Sargent got his technique and his mannerisms.

As a typically modern gesture, and one which might well be imitated by other museums, I found on the terrace overlooking the Boulevard Haussmann tables and parasols had been set out, and waiters were busy serving cold drinks to those who, having quenched their thirst for æsthetic sensations, discover another one which needed quenching. As I came away from this delightful exhibition I wondered if it might not be possible to achieve the same success in one of the once-famous London town houses, or if the Wallace Collection might not be presented with some of the amiable fantasy that Jean Gabriel Domergue has acquired at the Cannes Festival.

The Foire de Paris, or Paris Fair, is now in full swing at the Versailles gate of the city. Each year since the war it has grown in variety and dimensions. More than 13,000 exhibitors this year, almost a quarter of them from other countries, and 4,000,000 visitors are confidently expected. One of the many innovations is an Exhibition of Antiques. The antique dealers of France and even of the United States are offering their choicest pieces for sale, and for once the *marché aux puces*, the celebrated curiosity fair held permanently outside the northern gates of Paris, will meet with active professional competition.

British visitors during this month will find no official British Pavilion at the Foire de Paris, but the stands of a number of individual British exhibitors. They will also find, in the immense Salon des Vins, an opportunity (not to be neglected) of seeing under one roof a collection of all the wines, brandies and liqueurs of France, the celebrated and the less celebrated, and an invitation to taste them.

That natural comic, Fernandel, little known outside France but once seen never forgotten, is now learning English as a required accomplishment, curiously enough, for the film on Don Quixote which he has just agreed to make, with Elizabeth Taylor, for Michael Todd. I can easily see Fernandel's long horse face and comically lugubrious expression in the role of Don Quixote. I met him one day at Barbizon, near the forest of Fontainebleau, just after the liberation of Paris. The night before, a German plane had dropped bombs on the city, and Fernandel was worried about his wife and children. He is a very simple and very charming person, with a fascinating smile, and if his English is as attractive as his smile, he will go over, as they say, *big*.

René Pleven, who was entrusted by President Coty with the duty of inquiring into the political situation and discovering what the Ministerial chances were, after the totally unexpected fall of Guy Mollet, is one of the tallest men in the French Parliament. Before the war he represented a British industrial firm in Brittany, his native province, and took no public part in politics. During the war he joined General de Gaulle, was invited by him to join his provisional government, and as Finance Minister after the war had the doubtful privilege of withdrawing the Vichy Government's banknotes from circulation.

Since then René Pleven has been twice Prime Minister. He was Minister for Defence in the Laniel Government, until the fall of Dien-Bien-Phu, which he vainly tried to save. He is an unaffected, genial man, one of the best members of the de Gaulle Resistance crusade, and if there is a solution for the Algerian problem, which has now become the curse of every French Cabinet, he has as good a chance of finding it as the next man. Whatever the results of the mission given him by the President of the Republic, his political future is far from being finished. At the time of writing it seems that M. Pleven will not attempt to form a Government himself and that M. Pflimlin of the M.R.P. is to try his hand. But the shape of things to come is very uncertain.

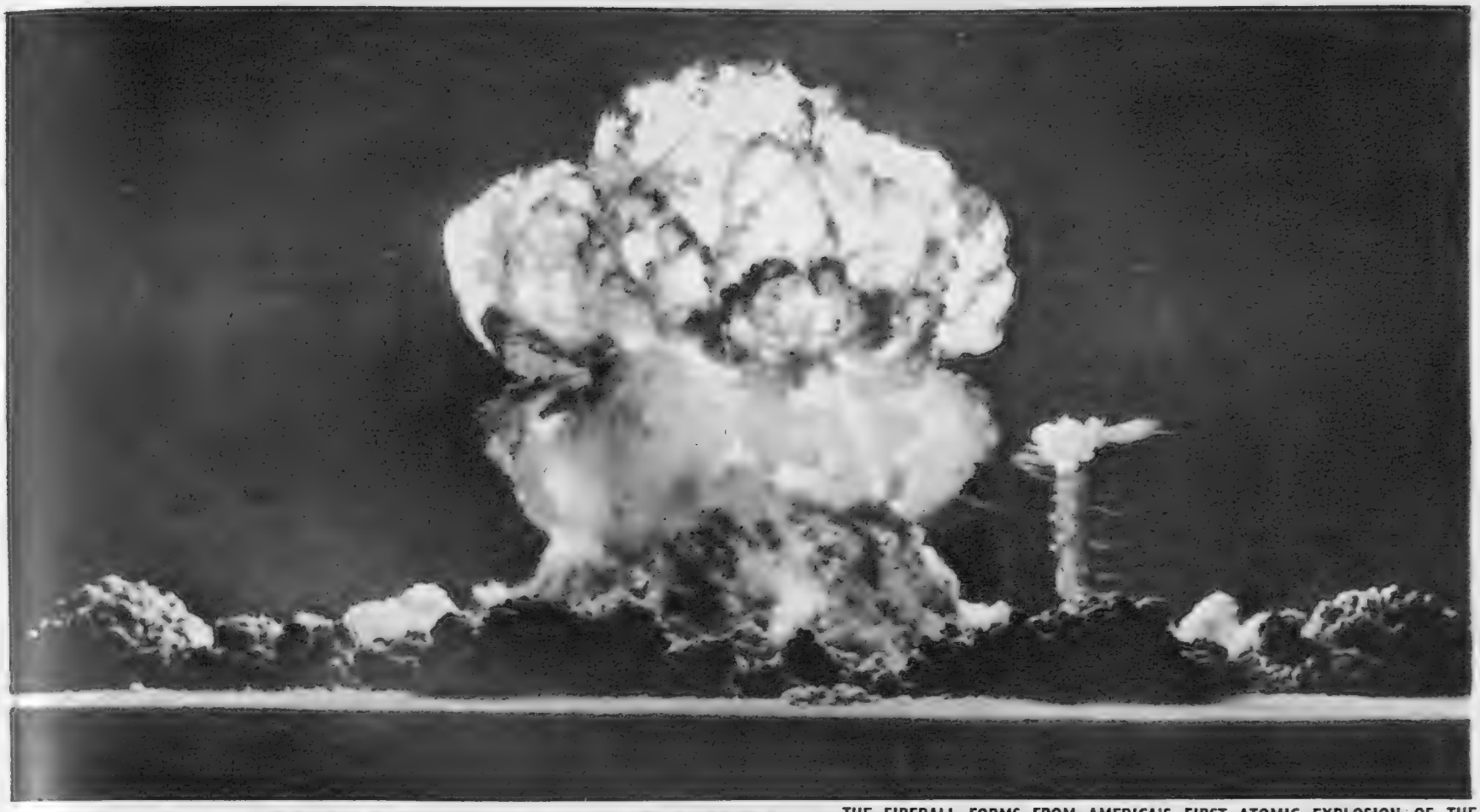
FASHIONABLE ARTIST: M. Jean Gabriel Domergue, the portrait painter, has been elected a member of the Institute. In return for this honour he has transformed the hitherto gloomy Jacquemart-André mansion of the Institute into a most attractive museum of the Second Empire period, with paintings, furniture, sculpture and even music.

POLITICAL PROSPECTOR: M. René Pleven, a former Prime Minister, was charged by the President with sounding out political leaders on the prospects of the formation of a new Government after M. Mollet's resignation.

On right—

AT THE PARIS FAIR: A girl in traditional Dutch costume offers samples of Dutch cheese to visitors at the Dutch pavilion. Although there was no official British pavilion at the Fair this year, there were stands of a number of individual British exhibitors.

A LONDON BUS IN MONTMARTRE: It is in front of the Moulin Rouge, in Paris, before setting off with a number of old people on board for a trip to the countryside. They went to a country festival at Yerres. The bus was a gift from the people of Soho, in London, to the old people of Montmartre.



THE FIREBALL FORMS FROM AMERICA'S FIRST ATOMIC EXPLOSION OF THE YEAR: The picture was taken from eleven miles away just after the nuclear device had been fired from the top of a 500-ft.-high tower on Yucca Flats, in Nevada. The vast cloud of flame and smoke was estimated to be about 900 ft. in diameter. The United States Atomic Energy Commission has planned fifteen further nuclear explosions to take place this summer.

THE NUCLEAR MUSHROOM: Rising into the sky, the blast takes the shape of a mushroom cloud—familiar in most nuclear explosions. Among those who saw this test were military observers from Britain, Canada, Denmark, France, Italy, the Netherlands, Norway and Turkey.

AMERICA STARTS ITS A-BOMB TEST SEASON

The 1957 Series of Explosions of Nuclear Devices Opens on the Nevada Testing Grounds

After several days' delay owing to unfavourable weather conditions, the United States Atomic Energy Commission began its series of tests of atomic explosives which will continue until September. The device fired at the Nevada test site was the first of this year and the forty-sixth to have been set off at Nevada since atomic experiments started there in 1951.

No specific details were given about the nature of the bomb set off from the top of a 500-ft. tower. Observers from eleven miles away saw the sequence of molten shapes as first the cloud of fire and smoke billowed into the air and then formed into a huge dark mushroom. The explosion was not a large one in the scale of atomic potentialities, being in the order of 10 kilotons, or the equivalent of 10,000 tons of old-fashioned high explosive. It worked out at about half the power of the atom bombs dropped on Japan during the war.

Statements were made about the fall-out at Nevada, presumably because this is a question which is agitating the public mind all over the world. Fall-out from an A- or an H-bomb can be compared with the blast from an H.E. bomb. The latter claimed many casualties during the war. Nuclear fall-out, however, can be far more lethal. It is a blast with a horrifying difference. As the huge cloud fans out from the centre of explosion it can continue to have a killing or, at any rate, maiming effect from radioactivity over an enormously wide area. Many contradictory opinions have been expressed by scientists and others about the dangers of fall-out. Those dealing with tactical nuclear weapons, to be used in limited scope in war theatres which might be comparatively small, believe that from such weapons the fall-out can be controlled and kept within the desired range. After the Nevada explosion it was officially stated that "heavy fall-out was in the test area, and only light, long-delayed fall-out will occur in off-site areas."

On right—
THE EQUIVALENT OF 10,000 TONS OF T.N.T.: The explosion was said to have a force of 10 kilotons, or 10,000 tons of T.N.T.

ROGATION AND ASCENSIONTIDE IN TOWN AND BY THE SEA

Beating the Bounds at the Tower of London; an Ancient Custom at Whitby, Yorkshire; Blessing the Sea in Sussex

THE TRIENNIAL CEREMONY OF BEATING THE BOUNDS OF THE TOWER OF LONDON: The procession, led by the Chief Warder, is passing the Wakefield Tower during the perambulation of the thirty-one boundary marks of the Tower of London. The choir-boys, from the Chapel of St. Peter ad Vincula, are carrying osier wands for the traditional beating of the boundary marks. Many of the boundary stones at the Tower are small iron plates placed at the foot of the walls; others are sunk in the roads round Tower Hill. The earliest recorded ceremony at the Tower was in 1555. Its object was to instill into the younger generation the local boundaries which they whipped.

A VISITOR FROM AMERICA: Mr. Adlai Stevenson takes part in Beating the Bounds of the Tower. He is accompanied by Major Francis Montague-Jones, Royal Fusiliers. The ceremony takes place every three years on Ascension Day.

PLANTING THE PENNY HEDGE: The Bailiff of the Manor blows an ancient horn to denote the planting of the hedge at the harbourside at Whitby, Yorkshire. It forms part of an ancient penance which, according to a legend, dates from 1159. At that time noblemen hunting a wild boar near Whitby chased it into the cell of a hermit where it took shelter. Irate at being deprived of their prey they slew the hermit. As a penance their descendants, on the eve of Ascension Day, must plant the hedge to withstand three tides or the lands they occupy become forfeit.

ASKING FOR GOD'S BLESSING ON THE HARVEST OF THE SEA—ROGATIONTIDE CEREMONIES IN SUSSEX: *Left*—The Rev. Canon Sir Percy Maryon-Wilson, Rector of Christ Church, St. Leonards, is seen in the act of blessing the sea during the Rogationtide service at the water's edge. He is accompanied by his servers and members of the choir. *Right*—The annual Rogationtide service at Hastings is conducted from the deck of the lifeboat, which has been hauled on to the beach for the occasion. Conducting the service are the Rev. T. G. Savins, Rector of All Saints' Church, and the Rev. J. L. Napier, Rector of St. Clement's. The Rogation days are the Sunday and the three week-days preceding Ascension Day. Services are held in and outside churches to ask God's blessing on the fruits of the earth and harvest of the sea.

A HISTORIC HOME WHICH HAS BECOME THE SUBJECT OF PARLIAMENTARY CONTROVERSY: Arundel Castle, in Sussex, is the residence of the Duke of Norfolk. Much of the original medieval castle was destroyed in the Civil War and the mass of buildings in the foreground have been extensively restored in modern Gothic. However, the round keep towards the background has survived from the early twelfth century, as have a few other parts. The Bill for putting the castle in trust for the nation as a home for the Earl Marshal of England, which is being promoted by the Duke of Norfolk, has passed the House of Lords but is meeting with opposition.

A NEW TYPE OF HOTEL AT DOVER: The Dover Stage was recently opened by Mr. J. G. Bridges, Director-General of the British Travel and Holidays Association. Called a "coachotel," he claimed it was the first of its kind in Europe. Its purpose is to cater for parties travelling by motor-coach to the Continent. They are able to spend the night there instead of having to drive from some distance inland before embarking, as has frequently hitherto been the case. The V-shaped windows give views on to the sea, the white cliffs and Dover Castle standing on the high ground above the town. The docks for the cross-Channel steamers are only 200 yards away. Seen from some way off, the windows also give the impression of being a collection of "V" signs standing above the historic cliffs.

CONTROVERSY AND COMFORT

Arundel Castle; and Europe's First "Coachotel" at Dover

The Arundel Estate Bill, which is causing considerable public controversy, seeks to place Arundel Castle in trust "for the benefit of the nation and as a residence for the Earl Marshal of England." It is proposed that there shall be three trustees and an endowment from the Arundel property in London's Strand.

Promoted by the Duke of Norfolk, whose family have for many centuries lived at the castle, the Bill passed its third reading in the House of Lords before the end of last month. In the Commons it is not having so smooth a passage. Constitutionally it is a Personal Bill. This means that the Government can take no responsibility for it and that the measure must be dealt with under the procedure which applies to Private Bills. Its sponsors in the Commons are Sir Hugh Lucas-Tooth (Conservative M.P. for Hendon South and a former Parliamentary Under-Secretary, Home Office) and Mr. C. Fletcher-Cooke (Conservative, Darwen).

Because of the nature of the Bill, it is presumed that the Opposition will not officially oppose it. But objection has come from a considerable number of Labour members, notable among them being Mr. Shinwell. The Bill was due for its second reading a few days ago and it was anticipated that the Labour members would then voice their objections. The result must be that a time will have to be arranged for a debate at 7 p.m. on a day fixed by Sir William MacAndrew, chairman of Ways and Means. Until such a debate is held, the fate of the Bill must be regarded as in the balance.

Arundel, standing on the high ground behind Littlehampton, on the Sussex coast, is one of the most famous and, by foundation, ancient castles in Britain. Perhaps for this reason it is not surprising that the actual fabric of much of the buildings is not so very old. The estate was conferred by William the Conqueror on Roger de Montgomery, who founded the castle. Subsequently it passed by marriage first to the Fitzalans, who held it for more than three centuries down to 1580, and then to Thomas Howard, 4th Duke of Norfolk.

By this time it had already suffered two memorable sieges which inevitably took their toll of the structure. Worse was to come. In 1643 it was besieged by the Parliamentary Army and most of its buildings laid in ruins. The restorations have largely been in the Gothic style.

PUTTING ST. KILDA ON THE MAP: Four members of an Ordnance Survey team carry out an observation during their task of triangulating the island so that its position can be computed on the National Grid System which controls the maps of the country. The team are establishing an R.-T. radio link with five other survey parties situated between the high hills of Harris and Barra Head in order to measure the angles between each point. A previous survey of St. Kilda had been undertaken privately.

MAPPING ST. KILDA

The Big Task of an Ordnance Survey Party on the Lonely Island in the Outer Hebrides

By TOM WEIR

FOR the first time in history St. Kilda is being added to the map of Britain by an Ordnance Survey team. The members of the team have just completed the work of triangulating the island so that its position can be computed on the National Grid System which controls the maps of the country. This particular map, which is necessary now that St. Kilda is to be used by the Air Ministry as a plotting station for the control of rockets, has been a big task.

Conachair, the highest hill on the island, some 1,300 ft. above Village Bay, was the point selected for Primary Triangulation. From it on clear days can be seen the high hills of the Outer Hebrides, ranging from Barra Head in the south to Lewis and Harris in the north.

The next problem was to co-ordinate the work of observers with beacons and theodolites on six mountain-tops to measure the angles between each point and so compute the position of Conachair. In an island as isolated as St. Kilda it was a unique problem, and to tackle it the party used R.-T. radio between the various stations for the first time in Ordnance Survey history.

The surveyors on St. Kilda had a difficult task with the transportation of their equipment, for they needed five beacon lamps, tripods, heavy batteries, theodolites, base-measuring equipment, tents, etc. Much of this had to be carried to the summit in lifts which gave the party more than 4,000 ft. of climbing each day.

The particular kind of work on hand could only be done at night, when beacon lamps pierce the darkness and when errors due to refraction are at a minimum. The surveyors line up their beacon lamps (lit by six-volt batteries) so that the precisely focussed beam presents a perfect target to an observer. Given perfect conditions an experienced team of surveyors would expect to complete the work in three nights. That is, of course, if it were possible to get a set of observations each night. (The reason for three sets of observations is to get a mean figure of refraction, which varies from day to day.).

Unfortunately it is not always possible to get three observing nights in a month, let alone a week, on Scottish mountain-tops. Mixed weather, with snow-showers, wind and rain, taxed the party which climbed the mountain every night for two weeks. Luckily there was a camping spot near the summit, so the party on Conachair could shelter from the weather while waiting for a clearing. But it was a cold task occupying from 10.30 each night until four o'clock in the morning.

On good nights the little stars of light dancing on the ridges of the Outer Islands were visible by the naked eye. The work went so well that the task was nearly finished on the first two nights until snow, from the north, blotted out the lights on the edge of victory. The cost of not finishing was a daily journey up the peak, with the members of the team carrying fresh batteries as well as manning the summit at nights.

Altogether the party climbed Conachair more than thirty times and they have now recorded all the important points in the island. Filling in the detail can now be speedily accomplished by the surveyors who follow on.

THE WARDEN OF THE ISLAND FOR THE NATIONAL TRUST AND NATURE CONSERVANCY: Kenneth Williamson (on left) measures one of the three whimbrels he has ringed on St. Kilda. He had never handled the species before although he has ringed thousands of birds.

Another man doing a lonely job on St. Kilda is Mr. Kenneth Williamson, ornithologist and warden of the island for the National Trust and Nature Conservancy. Williamson, whose work on bird migration is known throughout the world, has trapped many birds on St. Kilda since arriving on the island in April. He is now satisfied that wheatears, merlins, whimbrels, snow buntings, pipits, and other birds, which make temporary stops, are bound for Iceland and Greenland 700 miles away. They usually vanish on the south-east wind which will carry them to their destination in roughly twelve hours in anti-cyclone conditions.

The merlins are particularly interesting, for Williamson, who lived on Fair Isle for nine years, saw these hawks every autumn on their return journey from Iceland, but was puzzled about the route they took in spring. Now he is out to prove that these St. Kilda merlins use the West Coast route to their breeding quarters in the Arctic. Already Williamson has ringed three whimbrels on St. Kilda this spring, a species which he had never handled hitherto.

The Air Ministry has given an undertaking to protect fully all the island's natural and archæological amenities and allow free access to the public.

THE GREAT CLIMB: Each surveyor, as he climbs the 1,300-ft. slopes of Conachair, carries over 50 lb. of weight. On the right is Mr. H. J. W. Smith, the leader of the party. Far below the climbers is the St. Kilda encampment, and out in the bay is a landing craft loaded with stores for the troops.

On left—

TEMPORARY SHELTER: A tent is pitched on the side of Conachair near the summit. The men sheltered in it when snow blotted out the beacon lamps from other observation points.

A COLD JOB: William Stewart, a surveyor for twenty-four years, sits for hours recording the observations. His paper is lit by a torch tied to the pole alongside him. In the background are the lamps which shine towards Mealisval, Clisham, Marrival, Ben Mhor and Heaval.

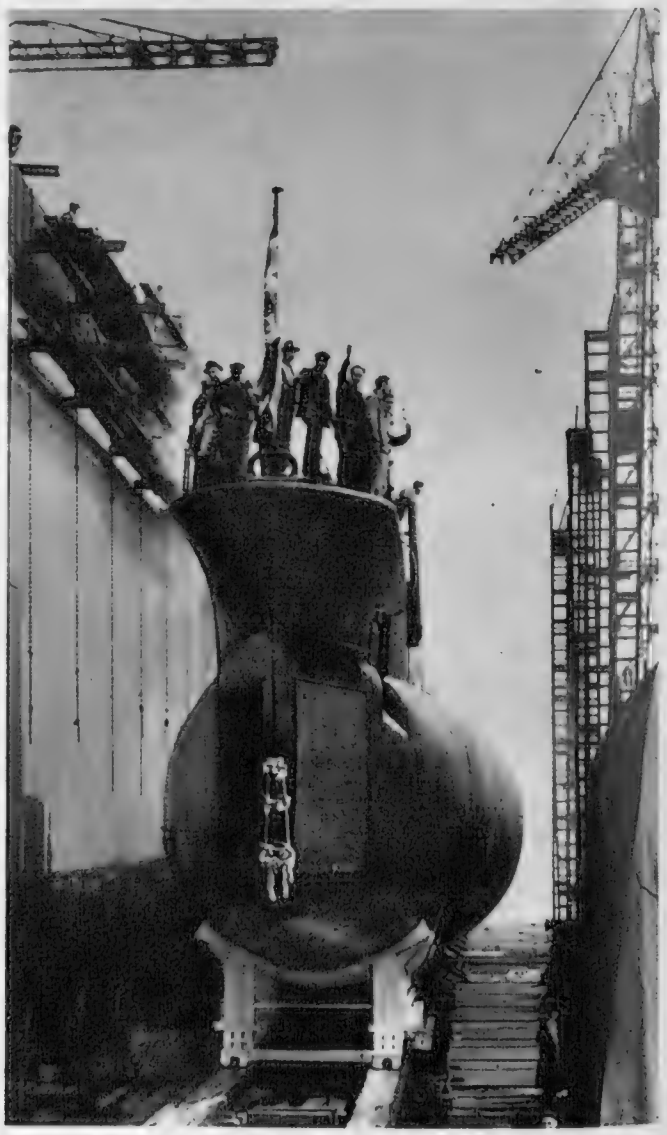
SETTING OFF FOR THE PEAK OF CONACHAIR: The members of the team, loaded with some of the equipment, prepare to climb the 1,300-ft.-high peak. During the transportation of the equipment they climbed it three times a day for several days.

MERCANTILE AND NAVAL

A Liner Ready for Service; More Ships for the Navy

THE NEW CUNARDER PREPARES FOR HER MAIDEN VOYAGE: *Sylvania* carries out her speed trials off the Isle of Arran. She was due to sail from Greenock on her maiden voyage to Quebec and Montreal last Wednesday (June 5). She will return to Liverpool and sail from there regularly on the North Atlantic run to Canada. *Sylvania* is a ship of 22,000 tons and was built in the yards of Messrs. John Brown on Clydebank. She carries 154 first-class passengers and 724 tourist-class, and is fitted with a great variety of the latest equipment for their safety and comfort. She is the fourth of the new ships of the Cunard Line for the Canadian service, the other three being *Saxonia*, *Ivernia* and *Carinthia*. With vessels such as these the company is in a position to meet the growing competition for transatlantic passenger traffic from air lines.

THE LAUNCH OF AN ANTI-SUBMARINE FRIGATE: H.M.S. *Duncan* enters the water from the works at Woolston, Southampton, of Messrs. J. I. Thornycroft. In the centre background the three funnels of the *Queen Mary* rise above the buildings of the Southampton Ocean Terminal. *Duncan* is the twelfth of the Blackwood class of Royal Naval anti-submarine frigates, built in prefabricated sections.



ANOTHER SUBMARINE FOR THE ROYAL NAVY: H.M.S. *Grampus* goes down the slipway at the yard of Cammell Laird at Birkenhead. She is the third of the post-war operational submarines of the new Porpoise class, the others being *Porpoise* and *Rorqual*.

SCULPTURE OLD AND NEW

An Open-air Display in West London

Forty-two pieces of sculpture are on view at the London County Council's fourth triennial exhibition of sculpture in the open air which was opened by Lord Harewood at Holland Park, in London, last Thursday.

The earlier exhibitions, in Battersea Park in 1948 and 1951, and in Holland Park in 1954, were international, mainly contemporary and entirely in the open air. The 1957 exhibition, which is remaining open throughout the summer until September, is of work by British artists and overseas artists working in this country. It is divided into two sections showing examples of British sculpture of the mid-nineteenth and mid-twentieth centuries. The works have been selected as the result of the advice given by eminent sculptors and other experts who were nominated by various Art bodies.

TWO MEN AND A DOG: They are walking in Holland Park in Kensington, London, and are studying one of the examples of modern sculpture which are on view in the mid-twentieth-century section of London County Council's fourth triennial open-air exhibition of sculpture. The display was opened last week.

"BULL": A 4 ft. 6 in. treated plaster sculpture, "Bull," is one of the more striking exhibits on display. The artist is Robert Clatworthy, of Hastings.

CONTEMPORARY WORKS: "Mother and Child," T. B. Huxley-Jones's concrete sculpture. *On left*—"Warrior with Shield," another contemporary work, in bronze, by Henry Moore.

THE STATUE THAT "GOT THE BIRD": A robin finds a suitable perch on "Lot's Wife," a carved perspex figure by Czech-born sculptor, Arthur Fleischmann. *On right*—In the Orangery are pieces of sculpture loaned by Her Majesty the Queen, from the Royal Collections at Buckingham Palace and Windsor Castle; the Corporation of the City of London; the Royal Academy of Arts and the Tate Gallery. These show the contrast between British sculpture of the mid-nineteenth and mid-twentieth centuries.

DESPOTS OF ROME AND OF BRITAIN

New Productions of "Julius Cæsar" at Stratford and "Richard III" at the Old Vic

THE DICTATOR ENTHRONED: The title-role is played by Cyril Luckham in the new production of *Julius Cæsar* at the Shakespeare Memorial Theatre at Stratford-upon-Avon. Mr. Glen Byam Shaw is the producer of the third play to be presented in the current season. The scenes are directed at a fast pace and this emphasises Shakespeare's intention in his tragedy of ambition and ideals in which both the despot and the adherents of liberty are finally overcome by Nemesis. The costumes and the simple but ingenious settings are the work of Motley and the incidental music is composed by Antony Hopkins. These are both notable parts of a production which has won general approval from the critics.

"ET TU, BRUTE?": Cæsar (Cyril Luckham) is stabbed by Brutus (Alec Clunes) in the famous scene of the assassination in the Capitol of Rome. The other conspirators are, from the left, Decius Brutus (Robin Lloyd), Metellus Cimber (Donald Layne-Smith), Casca (Mark Dignam, behind Cæsar and Brutus), and, extreme right, Cassius (Geoffrey Keen).

A MOST VILLAINOUS USURPER: Gloucester (Robert Helpmann) involves Queen Margaret (Fay Compton) in his Machiavellian intrigues to usurp the throne in *Richard III* at the Old Vic. The producer, Mr. Douglas Seale, has no sympathy with the modern opinion that Richard was a misunderstood king and Robert Helpmann is presented as one of the nastiest characters in the whole repertoire of Shakespeare, which for good reasons of his own was what the dramatist intended. The result is a performance which spares none of the villainy. The murder of Clarence is most effectively horrifying and the other characters, notably Hastings (Leon Gluckman) and Buckingham (Derek Francis), are all shown as being caught up in the web of Richard's overweening ambition and stark power politics. The stage set, suitably sombre in tone, is by Leslie Hurry.

"THE NOBLEST ROMAN OF THEM ALL": Brutus (Alec Clunes) is questioned in vain by his wife, Portia (Joan Miller), concerning his conspiratorial secrets.

"FRIENDS, ROMANS, COUNTRYMEN": Mark Antony is played by Richard Johnson. The production at the Shakespeare Memorial Theatre opened last week.

THE KING AND TWO QUEENS: *Left*—Richard of York and Margaret are together in another of their scenes at the Old Vic. *Right*—The Lady Anne in this new production of *Richard III* is Barbara Jefford. She gives the full pathos to the character as she is wooed and tricked into marriage by the monstrously malevolent Richard Crookback, played by Robert Helpmann.

OLD-STYLE WARRIORS

Displays for the Royal Tournament and the Edinburgh Festival

Below—

TRIBAL WARRIORS: They first appear with swords and shields as used in the old days of tribal warfare. But after giving their traditional dances they emerge as soldiers of the King's African Rifles and the second scene of their performance at the Royal Tournament consists of a drill display. Thus is depicted the change from tribal dress to smart regimental marching and arms drill brought about by the British military training.

NEWCOMERS TO THIS YEAR'S ROYAL TOURNAMENT AND EDINBURGH FESTIVAL: Men of the King's African Rifles rehearse at the Royal Artillery Depot, Woolwich, the tribal display which they are giving currently at the Royal Tournament at Earls Court. The tournament opened on June 5. Later in the year the display will be seen at the Edinburgh Festival Tattoo. It depicts the transformation of the East African tribesman into the trained K.A.R. soldier.

In the tribal display of the King's African Rifles at the Royal Tournament, which continues until June 22, four tribes are represented—the Nandi, the 'Kamba, the Jaluo and the Wamburu. With such a background as warriors it is not difficult to understand why the K.A.R. has so fine a tradition in modern fighting. In the second scene the 6th and 2/6th Battalions from Tanganyika, with the band of the 4th Battalion (Uganda Rifles), show how smart the tribesmen are after their transformation into trained British soldiers. The K.A.R. are new performers at Earls Court, but there are also many old favourites.

A DUEL BETWEEN TRIBESMEN: They are Nandi, a famous Kenya warrior tribe of Hamitic-Nilotic origin which provides recruits to one of the battalions of the King's African Rifles.

A HORNED HEAD-DRESS: With his impressive head-gear and wearing a leopard skin this is one of the askari who appears in the display.

TURKS GET READY FOR THE EDINBURGH FESTIVAL: A group in Istanbul is wearing the dress of warriors of the Old Ottoman Empire in which they will appear at this year's Tattoo at the Edinburgh International Festival. The Turkish contribution consists of this costume parade and an old-style band. *On right*—The leader or chief of the band has a robe embroidered in gold and carries a metal baton. Behind him are some of the tambours or drums used in the days of the Sultanate of Turkey. The eleventh International Festival in Edinburgh begins on August 18 and continues until September 7.

THE ROYAL VISIT TO THE BIGGEST AND MOST UP-TO-DATE AIRCRAFT-CARRIER OF THE HOME FLEET: Accompanied by Captain F. H. E. Hopkins, R.N., the Queen is inspecting flying crews in full kit on board H.M.S. *Ark Royal* during her visit to the Home Fleet at Invergordon. While on board, Her Majesty witnessed a naval air display.

DRIVING ALONG THE FLIGHT-DECK OF THE AIRCRAFT-Philip (in the uniform of Admiral of the Fleet) flight-deck for their inspection of the ship. high-ranking officers, the Royal visitors are aircraft. In the background are other ships of visit. They are dressed overall in honour of

ON BOARD BRITAIN'S CARRIERS

The Queen and Prince Philip go Aboard H.M.S. "Ark Royal" and H.M.S. "Albion"

The Royal visit to the Home Fleet at Invergordon provided an entirely different scene from that which would have been presented on such an occasion before the war, or indeed, a few years ago. It was a much smaller gathering and, perhaps, one of the last reviews of the Fleet as it is composed at the moment before any further changes are introduced. Probably the most notable absence was that of the battleship, the proud and powerful warship of former days, in which the Commander-in-Chief would have undoubtedly flown his flag. Last week the C.-in-C., Admiral Sir John Eccles, went to sea in the

On left—

AT THE SHIP'S CONCERT: Her Majesty, wearing a tiara with her evening dress, is sitting between Admiral Sir John Eccles (on right), Commander-in-Chief, Home Fleet, and Captain R. M. Smeeton, R.N., at the ship's concert in the hangar of the carrier H.M.S. *Albion*.

CARRIER "ARK ROYAL": The Queen and Prince stand in a Land-Rover as they are driven along the lt this point, where they are accompanied by lassing some of the *Ark Royal's* Seahawk jet he Home Fleet which also took part during the Royal he occasion. The leading ship is H.M.S *Diamond*.

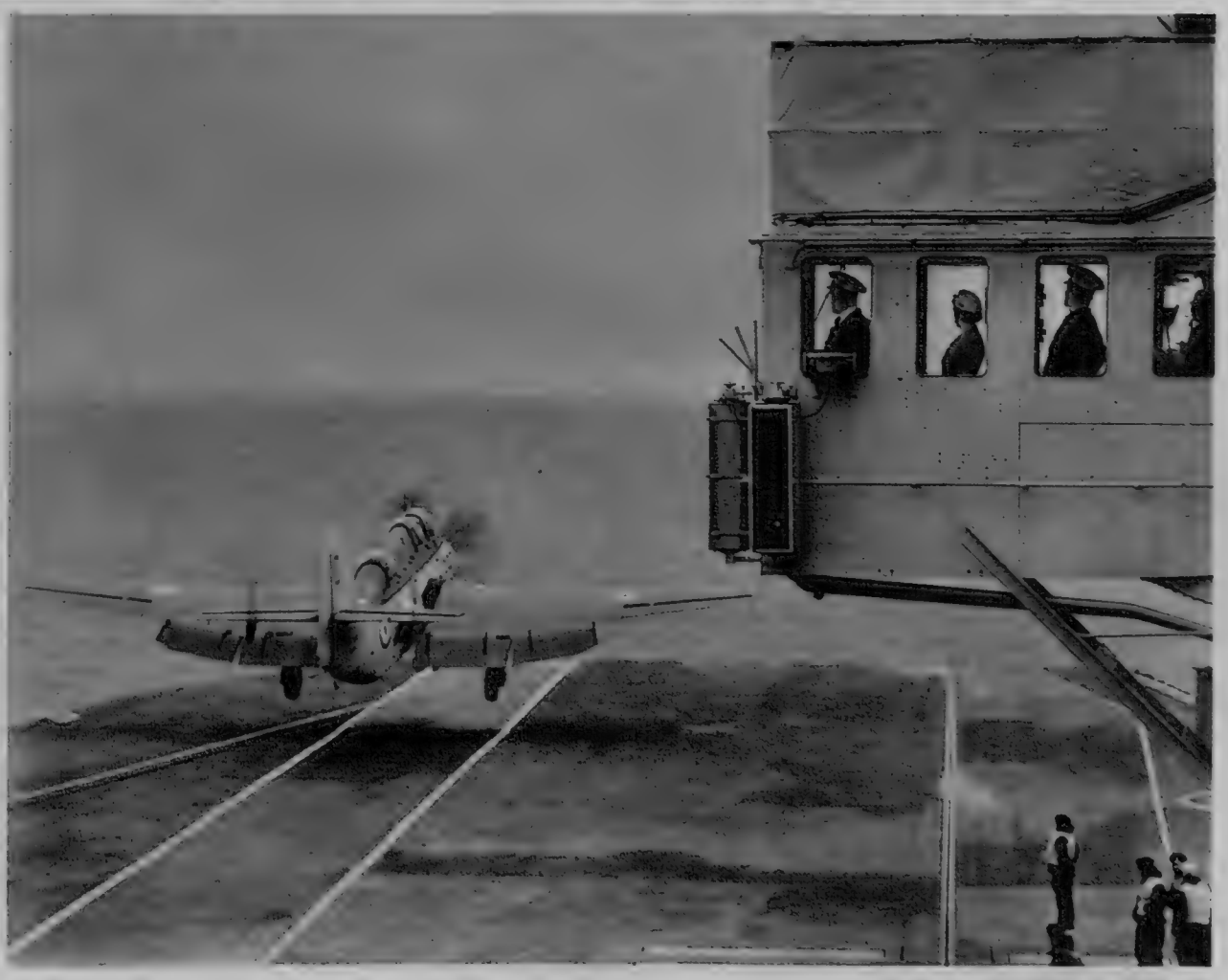
2,650-ton fast mine-layer *Apollo*. Nevertheless, it was a spectacular occasion, with the three modern aircraft-carriers, *Ark Royal*, *Albion* and *Ocean*, dominating the scene.

The Home Fleet, under the command of Sir John, met the Queen and Prince Philip as they returned in the Royal Yacht *Britannia* from their State visit to Denmark. A Royal salute was fired as the ships approached *Britannia* and cheers rang out from the members of the ships' companies as each vessel in turn steamed past the Royal visitors. The fleet then resumed formation and escorted the *Britannia* to Cromarty Firth, where it was the turn of the submarines *Artful*, *Trump*, *Subtle* and *Springer* to salute the Queen. There was also a fly-past by naval aircraft.

On the succeeding days the Queen and the Prince, accompanied by Lord Selkirk, First Lord of the Admiralty, left the *Britannia* and visited several of the ships, including the cruiser *Superb* and the depot ship *Maidstone*. On board the aircraft-carriers the Royal visitors stood in a Land-Rover as they were driven along the flight-decks, where the ships' companies were drawn up in long lines for inspection. Their last visit was reserved for the *Ark Royal*, the most up-to-date carrier of the Home Fleet, from which they witnessed an air display. This included a rocket attack at a target towed behind the ship; interception manœuvres and a helicopter rescue operation.

On right—

TAKING OFF FROM THE FLIGHT-DECK OF THE 36,800-TON "ARK ROYAL": The Queen watches from the bridge on the ship's island, as a naval aircraft takes off for the flying display. H.M.S. *Ark Royal* left her anchorage in the Cromarty Firth and put to sea for the display.



EASING THE FLOW OF TRAFFIC

In London and Middlesex

ABOLISHING ONE OF LONDON'S WORST BOTTLENECKS : Traffic, which is almost always congested at this point, passes through Notting Hill Gate, in West London. In the foreground the surface buildings above the District Line Underground station are being demolished. A new station is to be constructed under the thoroughfare. This will serve both the District and the Central London Line, the station for the latter being at present on the other side of Notting Hill Gate. This reconstruction is London Transport's biggest rebuilding undertaking since the war. It should be completed in 1960 and will be the first step in the widening of the road and the abolition of one of the most notorious bottlenecks in London. A vast volume of vehicles proceeding to and from the West passes through Notting Hill Gate and congestion is frequent. While the two separate Underground stations exist, thousands of passengers have to come up to cross the road every day.

DUAL-CARRIAGEWAY FOR THE CAMBRIDGE ARTERIAL ROAD : *Left*—A train approaches a bridge near Enfield, in Middlesex, where the existing Cambridge arterial road is being widened and transformed into a double-track highway. *Right*—Work is in progress on a concrete wall which is being built beyond the bridge. When complete it will be 432 ft. long and over 15 ft. high. The gap between it and the existing road will be filled to form the new highway with its dual-carriageway.

A Weekly Survey of Achievement in Britain and Overseas

PROGRESS IN INDUSTRY AND ENGINEERING

BRITAIN'S NEW WIND TUNNEL

Bristol Aircraft Company's new low-speed wind tunnel at Filton, Bristol, is the largest wind tunnel of wooden construction in the world and one of the two largest industrially owned tunnels in the United Kingdom. It was opened on Friday of last week by Mr. Aubrey Jones, the Minister of Supply. The tunnel has been built for detail design and development work on Bristol Aircraft's guided missiles and rotary and fixed-wing projects. The Company will be using it in conjunction with the supersonic tunnel which was completed in 1952.

The working section of this new low-speed installation is 12 ft. wide by 10 ft. in height and 25 ft. in length and accommodates models of up to 9 ft. in span. These models can be fitted with electrically-driven propellors for studying the slipstream effects, and the exhaust from jet pipes can be simulated by means of compressed air. In addition, the new tunnel is also equipped to study jet flaps and in this respect flexible models will be used for flutter investigation. The attitude of the suspended model is governed remotely by the operator who is in charge of the control console. It can be varied in pitch and yaw at any stage during the test in hand and the effects of rolling can be gauged from results obtained.

The tunnel's balance mechanism, which is one of the most sensitive wind tunnel balances ever to be designed, is contained in a heat-controlled box which is maintained at a temperature of 80 degs. F. with a maximum variation not greater than one degree each way. To reduce vibration to a minimum, it is isolated from the surrounding structures—even to the extent of being supported on separate foundations.

Throughout the length of the entire working section of the tunnel it is essential that the air velocity is uniform. This is attained by a very careful design of the sections leading into and away from it. The air velocity is under the direct control of the operator in charge of the console and once the appropriate velocity has been selected it is maintained constant within 0·1 per cent. by means of automatic regulation of the power supply to the fan. In the Bristol tunnel, the air is passed continually round a closed circuit. This has the advantage that once operating velocity is attained power is required only to overcome frictional losses in order to maintain a stable airflow condition.

The tunnel is rectangular in its layout. The two long sides contain what is called the working section and the fan nacelle respectively, the two shorter sides connecting them. In order to allow the air to change direction abruptly through the four right-angles on each circuit—but within the minimum flow disturbance—each corner is provided with a curtain comprising closely-spaced vertical guide vanes. These are shaped to the requisite aerofoil section. The velocity of the airflow is naturally higher through the working section and in order to reduce frictional losses it is reduced elsewhere by increasing the size of the air passage.

The tunnel's construction consists of inner and outer skins carried on a framework of wood and steel. Hoops made from rolled steel form the main ribs of the structure. Between these steel rings, wooden longerons are placed at regular intervals and these are joined by smaller wooden ribs running circumferentially and again arranged at regular intervals.

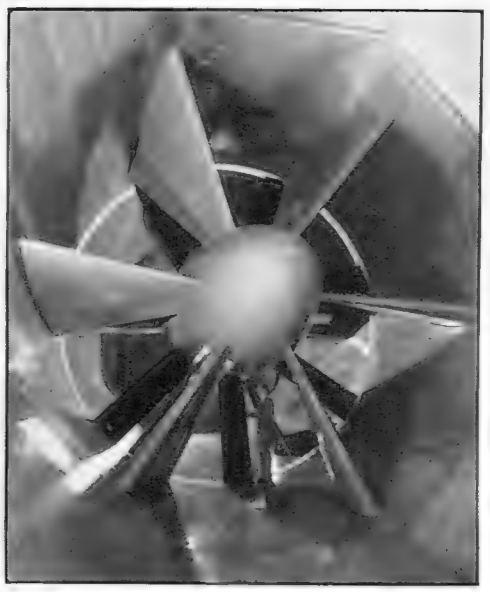
This divides the whole framework into boxes 2 ft. square on the inside and 2 ft. by 4 ft. on the outside. The Bristol tunnel is lined with ½-in. resin-bonded, gaboon-faced plywood which is painted in the working section and varnished elsewhere. Externally, the whole structure is covered with chipboard and finished with a waterproofing compound. At the end of the working section is a narrow slot running round the tunnel to allow it to "breathe." To help straighten the airflow two gauze screens are placed at the beginning of the contraction section. Steel wire guards, immediately before the first corner after the working section, stop loose objects which might be blown from that section.

The seven fixed-pitch blades attached to the fan are made of laminated mahogany covered with an acetate sheet. The blade tips are square and extend into a gully 2½ ins. deep running round the periphery of the duct at the plane of the fan. The bottom of the gully is lined with balsa wood so that any small solid object reaching the fan would be driven out of harm's way instead of jabbing between the blade tip and the tunnel wall. As air approaches the fan, which is isolated from neighbouring structures and supported on separate foundations, it passes through a set of six pre-rotational vanes giving a swirl contrary in rotation to that of the fan.

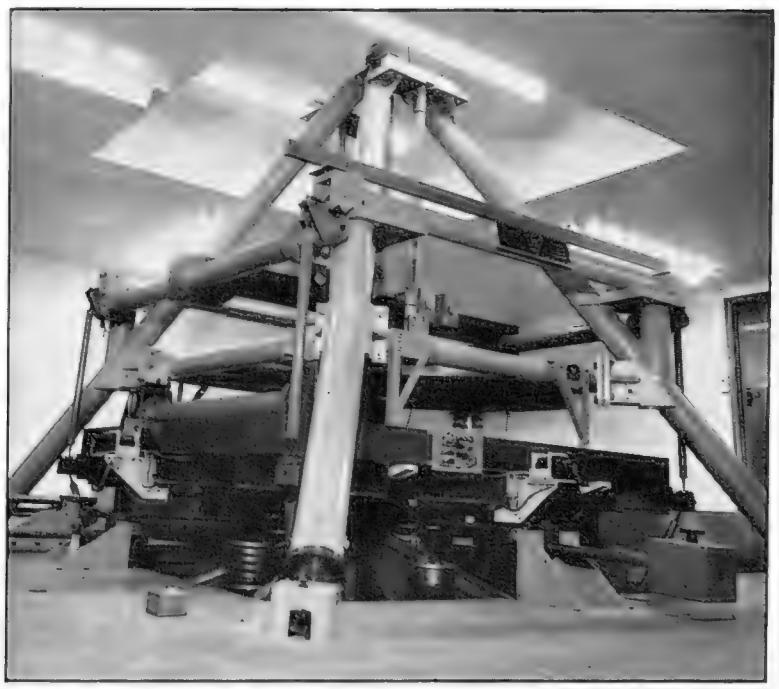
Beyond the fan another set of six straightener vanes removes any rotation which might be induced into the airstream. The number of vanes in the fan and in the static blades is dissimilar in order to avoid the pronounced "beat" which would occur if all the fan blades were to align simultaneously with the static vanes.

THE MAIN ENTRANCE TO THE NEW WIND TUNNEL : An exterior view of Bristol Aircraft Company's new wind tunnel at Filton, Bristol, which was opened by Mr. Aubrey Jones, the Minister of Supply. The tunnel is designed to aid guided missile development. Inside the building are housed the model workshop, the entire staff of the Wind Tunnel Department, the drawing office, the instrumentation laboratory and the reference library.

INSIDE THE TUNNEL : Downstream from the working section, wire safety screens are fitted to trap any loose objects such as fragments broken away from models.



***On left*—THE LARGE FAN : Two sets of fixed vanes mounted on the nacelle behind the fan eliminate any rotation imparted to the air. The fan itself is 22 ft. in diameter and has a chord of over 2 ft.**



TEMPERATURE-CONTROLLED ROOM : The balance mechanism is one of the most sensitive wind-tunnel balances designed. It is contained in a temperature-controlled room which is kept at a constant 80 deg. Fahrenheit.

THE WORKING SECTION OF THE TUNNEL : In this part an aerofoil is mounted for test purposes. Glass panels below the floodlights permit easy visual observation of the test piece.

THE EXTENSION TO NEW YORK'S LINCOLN TUNNEL

The third tube of the Lincoln tunnel which runs under the Hudson River to join Manhattan, New York, with Weehawken, in New Jersey, was opened a few days ago. In these two pictures the three tubes, with the latest addition on the right, are seen at the Weehawken end of the tunnel, where the opening ceremony was performed in the presence of many dignitaries including the chairman of the Port of New York Authority, the organisation which built the tunnel. The aerial picture, *above*, shows the actual position of the tunnel, with its intricate approach roads near the river; *on the right* is a close-up of the entrances, showing the lanes of traffic. Of the two earlier tubes, the first was opened in 1937 and the second in 1945. All three tubes are reserved exclusively for vehicular traffic.

The new tube, which has been under construction for nearly five years, is 8,013 ft. long. It is to be used permanently for eastbound traffic while the one on the extreme left is to continue to accommodate westbound traffic. The central tube, however, is now serving as a reversible route, to relieve traffic in either direction. The triple tubes are expected to double the rush-hour capacity and consequently increase the capacity of the tunnel by 50 per cent. By 1959 they are expected to carry more than 30,000,000 vehicles a year. This is 9,000,000 more than the total number of vehicles which passed through the two tunnels in 1955.

Although the new tube is similar in design to the other two, there are innovations, which include better ventilation and lighting, the latter being supplied by continuous fluorescent tubing as compared with the incandescent bulbs of the earlier structures. During the construction the contractors were faced with the problem of removing 25,000 cub. yards of silt from the cast-iron bottom of the section of the tube which passed under the river. To accomplish this as quickly as possible they used a hydraulic method by breaking up the mud with high-pressure water jets and carrying it in suspension to a sump from which it was pumped out.

On right—

SAN FRANCISCO'S FREEWAY

San Francisco, in California, has a vast "Freeway System" which has been designed to bring relief to the city's traffic problem. The latest addition to the system, which is close to the famous Bay Bridge, is seen in the picture on the right. It is a double-decker roadway stretching across the picture from the extreme left-centre to the right. This section connects with the Bayshore Freeway to the south. The spur of elevated Freeway, further in the background, leading down to the waterfront, is the uncompleted section of the Embarcadero Freeway which is scheduled to be opened in 1959. Further sections are to be added at later dates. In the foreground of the picture are the elevated tracks of the Key system trains which operate on the lower deck of the Bay Bridge to points on the East Bay.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

BRITAIN'S FIRST GAS TURBINE HELICOPTER IN FLIGHT: *Left* and *right*—Westland Aircraft's prototype for the Westland Wessex flies for the first time. Powered by a single Napier Gazelle shaft turbine, it is the first British jet helicopter. It has been ordered by the Royal Navy for anti-submarine operations and its test flights took place from Yeovil, in Somerset.

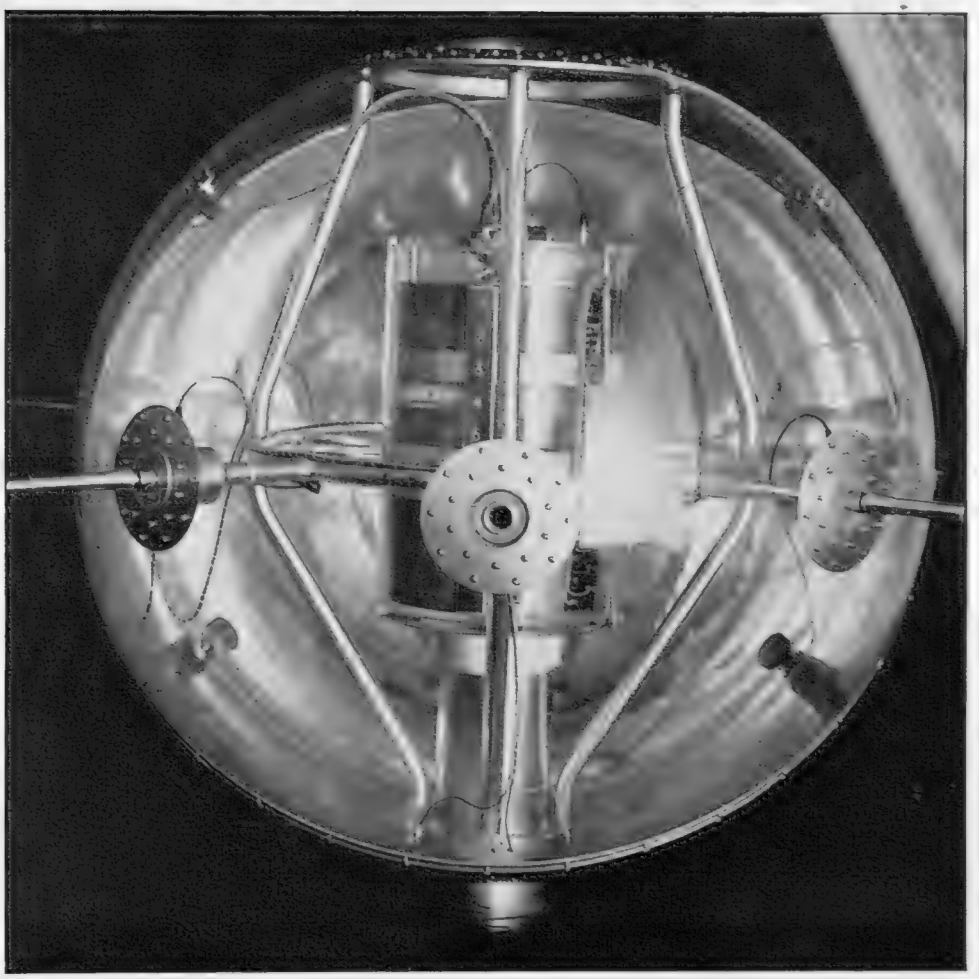
JET HELICOPTER

The first test flight of the Westland Wessex helicopter was an historic occasion because the aircraft is the first British prototype of this class of aircraft to be powered by a jet. Its single "Gazelle" engine has been specifically designed for helicopters by the firm of Napier and its successful employment can be said to mark a new epoch in the development of rotary-winged aircraft in Britain. The "Gazelle" means an absence of vibration, a reduction in noise inside the aircraft, and far less wear and tear in the transmission system and the main components such as the rotor head and gear-box. The consequence of this should be lower operating costs. The Wessex has been ordered by the Navy primarily for anti-submarine operations. It can also be used in transport, supply, casualty evacuation or search and rescue roles. It should be available to go into service by the end of next year or early in 1959.

INFLATABLE LIFE-RAFTS

When a disaster occurs at sea and it is necessary to abandon ship, speed is the essence of the operation. Elliot Equipment Ltd., of Slough, Bucks, and R.F.D. Ltd., of Godalming, Surrey, have each produced inflatable life-rafts which, as the pictures *above* and *below* show, can be cast over the side of a ship and inflated in the water with great rapidity. Trials for the equipment were held for the Sea Transport Division of the Ministry of Transport in Hull. The ship, *Empire Parkston*, was provided with the life-rafts. When a test "Abandon Ship" was sounded, six lifeboats were let down and then twenty-seven rafts were thrown over, quickly inflated and ready for boarding in a remarkably short space of time.

"ABANDON SHIP" IN THE LATEST STYLE: During a recent demonstration for the Ministry of Transport, rafts are inflated after being let down from the side of the *Empire Parkston* at the Alexandra Dock, in Hull.



INSIDE AN AMERICAN EARTH SATELLITE

Shown here is a model of an earth-satellite which will be loosed into space by the United States of America during the current International Geophysical Year. The model is true except that the real satellite will be covered with magnesium instead of transparent plastic. The whole structure is no more than 20 ins. in diameter. The shield in the centre contains the eye which will pick up ultra-violet radiation from the sun. The long rods protruding from the left and the right are radio antennae which will detect collisions with minute meteorites and particles of meteoric dust. Inside is electronic apparatus which will record information and relay it to the earth. It is claimed that this particular type of satellite can be launched to rise no less than 1500 miles above the earth's surface. Earth satellites are so-called because when they are shot, usually by rocket, into space they can keep contact with human controllers on the earth. The waves from the radio equipment which the satellites carry enable those on the ground to plot their position in space. Both America and Russia are embarking on satellite programmes during the Geophysical Year and it is understood that they propose to pool the knowledge thus gained of the universe.

CHEERING ON THE VISITORS : A crowd of West Indian supporters at Edgbaston applaud their side during the third day's play of the first Test match, when the West Indies consolidated their lead over England by making a total of 474 runs—a lead of 288. England had been dismissed on the first day for a total of 186, the four highest scorers being Richardson (47), May (30), Trueman (not out 29), and Insole (20). Seven of the batsmen fell to "Sonny" Ramadhin, the West Indies spin bowler, whose final figures for the first innings were 31—16—49—7. During one period of bowling of eight overs he took six wickets for 9 runs. *On right*—Asgarali, fielding as a substitute, dives to make a brilliant catch to dismiss Richardson off Ramadhin for 34 in England's second innings.

THE HIGHEST SCORER OF WEST INDIES' FIRST INNINGS : O. G. Smith is out lbw to Laker after making 161 in his first Test match against England. Evans, of Kent, is the wicketkeeper.

CHEERS FOR THE WEST INDIES

The Visitors Take an Early Lead in the First Test at Edgbaston

THE WEST INDIES IN THE FIELD : *Left*—Ramadhin, who wrecked the England batting in the first innings, is seen in action. He also took the first two wickets in England's second innings when the home team were showing no indication of their brilliant recovery *Right*—A general view of the field, showing England's opening batsmen (both left-handers) in the first innings. Close is batting to Gilchrist, with Richardson this end. Gilchrist took two of England's wickets.

AN A[illegible]IAL VIEW OF LE BOURGET AIRPORT, NEAR PARIS, WHERE THE TWENTY-SECOND ANNUAL [illegible]TERNATIONAL AIR EXHIBITION WAS STAGED : The various static exhibits at the show can be seen arranged on the airfield in front of the main waiting-room, while to the left are [illegible]ree of the airport's hangars. The domestic political crisis prevented M. Coty, the Presi[illegible]nt of the Republic, from performing the official opening. His place was taken by [illegible] Bourgès-Maunoury, the Minister of National Defence. This was the first important air [illegible]ow to be held since the issue of the recent British White Paper on Defence, and it attracted [illegible]usands of exhibits from thirteen countries. The indoor show consisted mainly of aero [illegible]gines and models, including one of the English Electric's Thunderbird defence missile.

AIR EXHIBITION IN PARIS

And Improvements to Shannon Airport, in Ireland

MAJOR IMPROVEMENTS FOR SHANNON AIRPORT : The Irish Government have recently announced their intention of starting work on a £1,000,000 plan to extend the main runway at Shannon Airport, County Clare. The runway can be seen to the left of this picture of the airport. The project has been decided upon because of the great need of accommodating the bigger and faster aeroplanes of the jet age. The scheme will also include the extension of some of the taxi runways at the airfield.

The Sphere of Travel

ON ENGLAND'S EAST COAST

Suggestions for Holidaymaking along the Eastern Region from Ramsgate to King's Lynn

By GORDON COOPER

ONCE a year in these pages I write about England and its holiday regions. Every lover of England has his own particular district which he favours. In my own case (and I am talking, of course, about England only and not Scotland), Dorset and the eastern counties come first. Because of its accessibility from London, its wonderful tonic air and its generally unspoiled seaboard, I turn, whenever I can, for a brief change to one or other of the resorts on the East Coast. These range from Ramsgate to King's Lynn.

The Isle of Thanet—an actual island in Roman times when there was an intervening strait, four miles wide through which ships sailing to and from the Thames passed instead of making the more difficult passage around the North Foreland, is to-day served by fast trains. They carry you to such popular resorts as Ramsgate, Broadstairs and Margate in two hours, while Herne Bay, Tankerton and Whitstable can be reached in less than ninety minutes.

Even if you may not care for the larger resorts, although I find their liveliness entertaining, you will find comparative peace and quiet in smaller watering-places on their outskirts, such as Birchington and Kingsgate. My own favourite, however, is Broadstairs, where Dickens did much of his writing and which he described as being "one of the freshest and freest little places in the world." Although no longer a "hamlet by the sea," this resort still retains a strong flavour of Victorian England—an era which I refuse to accept as being inferior in the art of living to the present day.

Among the minor joys of life, I include lodging in a comfortable hotel in some busy estuary and watching the ships go by. It is for this kind of appeal that I like the Royal Clarendon Hotel at Gravesend. Even though you might not want to spend a holiday there, a long week-end should prove enjoyable, not least because this establishment's catering is first-class.

On the other side of the Thames Estuary, I do not find the same appeal, although the 5,000,000 holiday-makers which Southend-on-Sea welcomes annually may not agree with me. My own preference is for one or other of the resorts, most of them small, along the Essex coast to the north. Here, in the various estuaries, one can "mess about" with boats to one's heart's content. This is a kind of holiday which never goes out of fashion. Brightlingsea (a Cinque port), Wivenhoe, Mersea, Tollesbury, Maldon and Burnham-on-Crouch are all good yachting centres, while Tollesbury and Maldon are also interesting in themselves and as bases for making short excursions into the Essex countryside.

While Clacton is one of the most popular of seaside resorts on the East Coast, Frinton might well claim to be the most select. It is beautifully laid out like a garden city, with tree-lined avenues and pleasant public and private gardens, and it is completely free from trippers. There are no disturbing attractions. There are, for instance, no pubs, no shops or side-shows alongside its famous Greensward—a wide, smooth carpet of green turf extending for more than a mile between the sea-road and the cliffs which slope gently to the beach. It is a charming and attractive place along which to promenade. The sands, by the way, are excellent.

Not far from Frinton is Walton-on-the-Naze, an old-fashioned resort which somehow conveys the impression that it has thoughts of going "modern." I hope it never will. As a family resort it can be particularly recommended, for the sands are splendid and there are many delightful walks.

Continuing up the coast, one comes to Dovercourt, the residential suburb of adjoining Harwich. Out of season this resort can be recommended, while for those who only think of Harwich in terms of a sea-crossing to the Hook and other North Sea ports I think they would be pleasantly surprised in the town itself. There is much of interest for the browser in the quaint, narrow streets, tiny alleys and yards, many of whose names are reminiscent of the past. This ancient seaport, in fact, reeks of England's naval history, starting with King Alfred, who, in its harbour, fought sixteen Danish pirate ships, and took them all.

Not far from Harwich is Felixstowe, the "place" of Bishop Felix. The town is of very ancient origin, and numerous Roman remains have been discovered there. Like Frinton, this resort retains a somewhat quiet, dignified composure. Nothing is thrust at you, while the public gardens are among the loveliest in England. From early spring to Christmas they present a wealth of colour, while the sheltered gardens along the cliff provide flowers that are seen in no other gardens on this coast. Their luxuriance is, indeed, distinctly tropical. This is made possible by the long hours of sunshine

ON THE BORDERS OF THE NORTH NORFOLK SALT MARSHES: In the harbour of the picturesque village of Blakeney it is possible to berth small fishing and coasting craft. At Blakeney Point there is a National Trust bird sanctuary.

SOME RECOMMENDED HOTELS

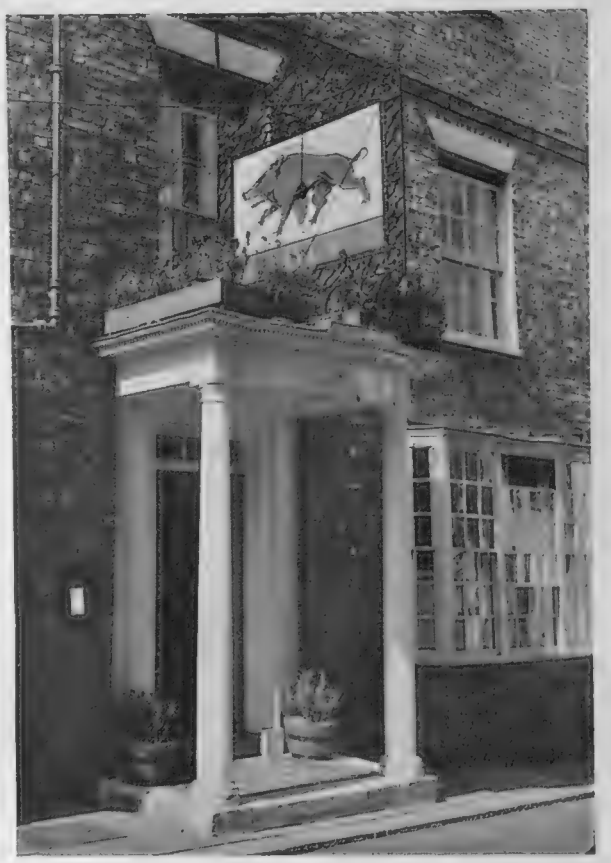
On or near the East Coast there are the following Trust Houses. Those marked with an asterisk merit a special recommendation.

Broadstairs	*Royal Albion**
Margate	*Nayland Rock*
Birchington	*Bungalow*
Maldon	*Blue Boar**
Dovercourt	*Cliff*
Orford	*Crown and Castle**
Aldeburgh	*Brudenell*
Lowestoft	*Suffolk*
Great Yarmouth	*Royal*
Holkham	*Victoria**
King's Lynn	*Duke's Head*

I also give these Ashley Courtenay selections :

Frinton	*The Cedars*
Thorpeness	*Dolphin*
Southwold	*Swan, Crown*
Cromer	*Colne House, Grana*
Blakeney	*Blakeney*
Hunstanton	*Golden Lion*
Overy Staithe	*Moorings*
West Runton	*Roseacre*

On right—



A TRUST HOUSE WITH A HISTORY: The Georgian porch is at the entrance to the Blue Boar Hotel at Maldon, in Essex. The oldest part of the building dates from the fourteenth century.

d the ample protection afforded by the fs. The average rainfall is only 20 ins., ile the hours of sunshine often exceed 00 annually. In the neighbourhood of ixstowe there are ample opportunities small-boat sailing, and there are about dozen yacht clubs within a radius of enty miles.

Between Felixstowe and Lowestoft, a tance of about fifty miles, there are ly five small towns actually by the sea. these, Aldeburgh and Southwold are most attractive, while almost on the ast is the interesting town of Orford, th a particularly pleasing Trust House d facilities for yachting and bird-tching on Havergate Island.

Aldeburgh is to-day internationally own for its annual Festival, but for e rest of the year it remains a quiet and lightful watering-place, with a wealth of d buildings, including its ancient Moot ll. Although exposed to the winds, the lker will be attracted to the many fine lks to be made on the surrounding athland which is ablaze with yellow gorse the early summer ; later, it is purple with ather. The local golf-links are first-class.

To the north of Aldeburgh lies horpeness, a residential seaside village hich belongs to Thorpeness Ltd. This is n excellent place for the family man, for addition to the accommodation provided the Dolphin Inn there is a wide selection f furnished houses and bungalows to be nted. Amenities include an excellent lf-links and a large, shallow lake (never eper than 3 ft.) which is studded with ands and where boating and bathing n be enjoyed in perfect safety.

Southwold is, perhaps, my favourite aside resort on the Suffolk coast. It is loveable and friendly town, with narrow reets, flint or old red-brick cottages, a agnificent church, two cosy hotels, and a glorious sur-unding countryside. It is some miles from the railway, t is linked, of course, by motor-bus services. This cient town, whose charter dates to Henry VII, still ains an atmosphere of seclusion from the outside world. om it some fascinating excursions can be made to alberswick (an " escapist " seaside village), Blythburgh agnificent church), Beccles, Bungay, Framlingham, amfield, Clovehithe, Fressingfield (the church has the est carved pews in England), Dennington (the church a treasure-house of medieval art), Winfield Castle, and unwich, a mere hamlet to-day yet once a great city, ost of which now lies under the sea.

Lowestoft is England's Farthest East. It is an import-nt fishing port, a popular seaside resort, and a good ntre for exploring the Oulton Broad. The countryside round is beautiful, and there is some of the best coarse shing in the country.

It was Peggotty who considered Great Yarmouth to e the finest place in the universe. This ancient town is, fact, an exciting sort of place. It has adventure and lour, and the fishing port will surely entrance boys of l ages. Of the large popular resorts on the East Coast, Great Yarmouth is the one I prefer. Gorleston-on-Sea, a part of the town, has a splendid beach.

Not far distant are the Norfolk Broads, to which there are excursions by boat. Then Norwich, one of the most interesting cities in England, is within easy reach. Along Norfolk's north coast there are some glorious resorts : Mundesley, Cromer, Sheringham and Hunstanton rank among the largest, but there are a dozen more of smaller size. A feature of all these places is their magnificent, safe beaches, which are just what the family man wants. I like too, the facilities they offer for attractive excursions ; and there are, of course, some of the finest links to occupy the golfer.

Between Weybourne and Wells-next-the-Sea there is a chain of small villages which offer a different kind of beauty. Here the coast is low-lying, with shingle banks and salt marshes stretching between the sea and the villages. The main attraction is bird-watching, and at Scolt Head and Blakeney there are bird sanctuaries belonging to the National Trust.

Altogether, for those seeking bracing air, a dry climate and lots of sunshine, and magnificent sands, the East Coast of England cannot be excelled. The chief difficulty, in fact, lies in a shortage of hotel accommodation to meet the summer demand. The local information offices should be able, however, to advise you on this matter, while in the smaller places the Clerk of the Rural District Council is invariably helpful.

A YACHTING CENTRE NEAR THE ESSEX COAST: This view looks across the River Colne at Wivenhoe towards the quay, with the church rising in the background. Wivenhoe is five miles from Colchester.

TWO CRUISES

The popularity for the right kind of cruise continues unabated. For those seeking a holiday afloat later in the year there are a couple of attractive opportunities. On September 26 the Bergen Line is operating a cruise by M.S. *Meteor* which starts from Venice, calls at Dubrovnik, Corfu, Istanbul, Yalta, Sochi, Athens, Tunis and Lisbon, and returns to Hook of Holland on October 17. An early winter cruise is available on the M.S. *Stella Polaris* of the Clipper Line, which departs from Dover on November 25, making calls at Madeira, Barbados, Trinidad, Curaçao, Kingston, and concludes at New Orleans. Passengers can, if desired, leave the ship at any of these ports of call. The homeward journeys, however, would in all cases have to be made by other lines.

ON THE SUFFOLK COAST: Looking along the front at the south end of Aldeburgh, the Suffolk town which is internationally known for its annual Festival. *On left*—The half-timbered Moot Hall which dates from the sixteenth century. Further along the Suffolk coast is Southwold, another ancient town.

The World of Books: By VERNON FANE

PUBLIC SERVANT AND AUTHOR

More Reminiscences from R. H. Mottram; Courageous Cardinal; Professor Brogan on France; Dangerous or Debonair Travel; Two Books about Children; John Steinbeck and other Novelists

A READER is as young as he feels. If that has not already been said, then let us say it now because it particularly applies to the first volume of autobiography this week, ANOTHER WINDOW SEAT—*Or Life Observed*, 1919-53 (Hutchinson. 18s.). This is a continuation of the reminiscences and experiences of Mr. R. H. Mottram who, recently, has been Lord Mayor of his own city of Norwich, but who is remembered more widely for the remarkable *Spanish Farm* trilogy. Mr. Mottram wrote in that a memorable story of the First World War. Subsequently he has written of his peace-time life and, in this new book, of his tri-fold life—family, public service and authorship. It is a leisurely, agreeable, commonsensical account of the career of one who has given time, effort and love to a number of interests, but who remains, above all, an accomplished and felicitous writer.

Seven years ago a young Frenchman, who had been exploring the jungles of French Guiana, vanished and left behind him some notes and letters which, for their clarity, courage and warmth of expression, are memorable. His death has never been proved though it may have been presumed. Two official attempts were made to find him. Then his father, Edgar Maufrais, who had a post in Toulon, gave up his job and sailed for Rio de Janeiro. IN SEARCH OF MY SON (Kimber. 21s.) is the story of his loving odyssey and its heroic but inconclusive end.

CARDINAL VON GALEN (Jarrolds. 21s.) is the biography of one of the bravest of religious leaders in wartime Germany; a man who was hated by Hitler and often threatened with arrest and execution. His chaplain, the Reverend Heinrich Portmann, has written this account of his life and it has been translated and adapted by Mr. R. L. Sedgwick, who was Controller-General of Religious Affairs in Western Germany and knew the Cardinal intimately. Allowing for lapses into enthusiastic and personal comment, his biographer serves him well.

A "DEMONSTRATION" AT MADAME TUSSAUDS: Sandwich men in Victorian costume carry posters outside the famous exhibition building in London demanding the removal from the Chamber of Horrors of the wax-work of William Palmer, the murderer. The posters advertise Robert Graves' *They Hanged my Saintly Billy* (reviewed in "The Sphere" on May 25) which maintains Palmer was unjustly convicted.

Professor D. W. Brogan's new book, THE FRENCH NATION (Hamish Hamilton. 25s.), with all the authority of this author's immense reserves of scholarship, memory and political *nous*, reviews the history of the unique and wonderful country from 1814 to 1940, from Napoleon to Pétain, and sad reading those names make in that conjunction. The book, though, is anything but discouraging to read. Those of us who are Francophiles will find startling but stimulating matter, and those of us who are not should find that Dr. Brogan's command of wit, argument and anecdote at least provoke them to think again.

THE TROUBLE MAKERS (Hamish Hamilton. 18s.), by Mr. A. J. P. Taylor, contains a series of lectures which he gave in Oxford last year and which were concerned with English foreign policy from 1792 to 1939. These Ford Lectures, or, rather, the invitation to deliver them, are regarded, rightly, as a high honour. Mr. Taylor has shown how acutely he has recognised the privilege in delivering and then recording here six brilliant, controversial and altogether illuminating essays in political thought.

The next two books are about children and, although the children exist in sadly different circumstances, the records of their day-to-day lives have the same vitality and kindliness in the telling. THE SCHOOL IN OUR VILLAGE (Batsford. 15s.) has been written by Mrs. Joan M. Goldman, who is the headmistress and, indeed, the only mistress of a small village school in the Cotswolds. Her sensible and sensitive book has been illustrated with drawings by Mr. Edward Ardizzone. MAY MORNING (Arthur Barker. 15s.) is by Remy, that hero of the French Resistance, a Breton who is really Colonel Renault Roulier and who at present lives in Portugal. His book, which has the distinction of having been translated by Mr. D. B. Wyndham-Lewis, is about the care of deaf, blind and mute children by two French teaching orders and about some of the cures that have resulted from their devotion. Moving and true.

Travel, difficult, dangerous or debonair, is the subject of three volumes. First, Dr. Douglas Clyne's ANCHORAGE ON THE COSTA BRAVA (Christopher Johnson. 18s.), which seems to combine all these views since it is a racy and genial account of his first arrival and his later sojourn in a tiny fishing village in Spain. The author explores and explains many of the less publicised aspects of the Spanish or, rather, the Catalonian character. He does it with humour and affection and also, being a man trained to scientific analysis, with exactitude. The result is funny, heart-warming and, more than anything, a challenge to the courageous. JOURNEY TO HATTUSAS (Hutchinson. 18s.) is by Mr. Michael Osler, who describes his career up to date as "five years as an actor, six years of the war . . . and now six years as a farmer." Until, that is, with his wife and another Shropshire farming couple, he set out in a sturdy little motor van, for Greece and Turkey. Chatty and informative. THE CRY OF THE FISH EAGLE (Michael Joseph. 21s.) is the rather unusual title of a record of experiences by Colonel Peter Molloy, who for many years was Game Warden in the South Sudan. This is a wonderful book. The photographs, taken by the author and his wife, could scarcely be bettered.

The list of novels opens with two political fantasies, of which the first is Mr. John Steinbeck's sparkling piece of fun, THE SHORT REIGN OF PIPPIN IV (Heinemann. 12s. 6d.). Mr. Steinbeck supposes that, during an all-too-typical phase of French governmental upheaval and near-chaos, someone suggests a revival of monarchy. After hours of debate the only Royalist representative with any voice left proposes a return to the line of Charlemagne and a descendant is found in the person of a placid family man with a passion for astronomy. King Pippin, however, makes the mistake of feeling responsibility in the role of monarch and his brief career at Versailles is comic, disastrous and, above all, wittily told.

THE LOOKING-GLASS CONFERENCE (Weidenfeld and Nicolson. 15s.) is funny, too, as written by Mr. Godfrey Blunden, who has contrived a satire on modern methods of diplomacy. The scene is a neutral European capital and the plot is concerned with an international conference, meeting to discuss the problem of war between the two Far Eastern Republics of Inevitable Khaos and Incredible Khaos. Really very amusing.

Mr. Anthony Armstrong, in his way, is a master of the light touch and the odd quirk in the plot. THE STRANGE CASE OF MR. PELHAM (Methuen. 13s. 6d.) is an agreeable example of his dexterity in that the story poses the problem of a respectable and prosperous business man who finds one day that his exact double is not only roaming around London but positively haunting him, in anything but a respectable or prosperous way.

Of new American novels, SEIZE THE DAY (Weidenfeld and Nicolson. 10s. 6d.) is possibly the most impressive though it is also by far the briefest. Mr. Saul Bellow has written about a middle-aged man who is written off generally as a misfit and a failure. By the story's end he finds his own solution, which may not be entirely clear to the reader. In the meantime he has run the gamut of emotions which neither his father nor his wife think him capable of experiencing.

THE SUDDEN STRANGERS (Heinemann. 16s.), by Mr. William E. Barrett, is longer, lusher and a good deal more sentimental, but it is a readable story of a young man's search for love and for an identity quite separate from his mother's dazzling stage career.

Mr. Joseph Viertel has written, in THE LAST TEMPTATION (Hammond. 16s.), about an intelligent, attractive young couple who, in 1938, are respectively an engineer ex-member of the Davis Cup team for Czechoslovakia and the prettiest girl in Vienna. The circumstances of their times and place start them on a long flight of escape to Prague, to Rome, and finally to Jerusalem. Sincere rather than subtle.

Fred Urquhart has edited and selected a remarkable symposium of MEN AT WAR (Arco Publications. 16s.). As the title indicates, the accent here is not upon the battles and what they did or did not achieve, but upon the men who fought in them; and here the accent is not necessarily heroic. The attempt is to show man against the background of war. A whole host of authors, past and present, have been brought to the field of conflict, among them Thackeray on Waterloo, Creasy on the defeat of the Athenians at Syracuse in 413 B.C., Tolstoi describing the French in Moscow in 1812, and James Jones regarding the bombing of Pearl Harbour. *Men at War* is no sabre-rattling attempt to glorify bloodshed. It is realistic and human, recognising war's drama and ugliness and degradation, and portraying it as it comes. Mr. Urquhart has done very well in presenting the colourful and varied scene.

Terence Robertson has gained quite a reputation as a chronicler of war, and in THE SHIP WITH TWO CAPTAINS (Evans. 16s.) he carries on the good work. This is the story of H.M. submarine *Seraph* which had at one time an operational captain (an Englishman) and a captain charged with political administration (an American). The need for this U.S. officer aboard *Seraph* was plain enough, for two of her missions on behalf of Eisenhower's command were of outstanding political importance. The first was the rescue of Giraud from Vichy France, and the second the landing of General Mark Clark on North African shores to confer with the French leaders. This dual control worked to perfection, and *Seraph* went on her seraphic way, being finally pensioned off as a target ship at Rothesay, where she now has her being amid calmer waters.

Lady Vyvyan, whose *Down the Rhône on Foot* was reminiscent in some ways of Stevenson's *Travels With a Donkey*, has now written a book about her journeys in Ireland, welding together the impressions of many visits and reaching back to the days of her youth. ON TIMELESS SHORES (Peter Owen. 18s.) is well named. "We did not ever, so far as I can remember, look at a clock or make an appointment on Aran," writes Lady Vyvyan. "The days slipped by with an evenness and a unity in their flowing such as we had never known before." Somehow or other the author succeeds in getting us to share her own contentment, and herein, no doubt, lies the special charm and subtlety of her writing. *On Timeless Shores* takes us out of the set pattern of our days, and it is that particular quality in it that reflects the author's whole attitude towards life, sharing as she does in the wonders but refusing to be tied to its routine.

BATTLE EXPERIENCE

A Remarkable Symposium About War

There is no doubt that the broad canvas of a great city brought out to the full the genius of Emile Zola, and *Savage Paris* remains one of his most unforgettable novels. In A PRIEST IN THE HOUSE (Elek Books. 18s.) the scene is set in the narrow confines of a Provençal town. Plassans, broiling in the southern sun, was no ordinary town, and Zola, with wit and charm, vinegar, vulgarity and ferocity, glides among the people to produce a comedy of manners that deeply shocked the world of his own day, so that this novel was for long kept beneath the counter and discussed only in undertones. *A Priest in the House* has been translated from the French by Brian Rhys, who provides a brief and excellent introduction.

At a moment when motor racing is very much in the headlines following the tragic death of de Portago and so many spectators in the Mille Miglia, the racing autobiography of Paul Frère, the noted Belgian Grand Prix driver, makes thought-provoking reading. ON THE STARTING GRID (Batsford. 25s.) is an exceptional book, and, somehow or other, the Mille Miglia atmosphere of drama and tension seems to dominate these pages, There are photographs to match the quality of the text. Here is a sport that takes an even greater toll of life than the bull-ring, and reading Paul Frère's book tells us just why men are willing to indulge in it, however well they comprehend the odds against them.

The official account of the British South Georgia Expedition of 1954-55 has been written by George Sutton, a member of the party which encountered so many hazards. This was the first expedition to enter Antarctic regions with mountaineering as its principal objective, Mr. Sutton and his companions setting out to explore the hitherto unclimbed ice-bound mountains in the interior of the island, the great Allardyce Range. Even though in part frustrated by relentless bad weather this was a most important expedition and Mr. Sutton's record of it a worthy one both in text and photography. GLACIER ISLAND (Chatto and Windus. 21s.) has an excellent series of maps which the reader will find most helpful.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

STAYING RECENTLY AT GIPSY HILL COUNTRY HOTEL, near Exeter, we met three American ladies who were delighted to meet my wife and me as they had picked Gipsy Hill Hotel from my annual *Let 's Halt Awhile,* which they had found in the public library at Baltimore, U.S.A. " One thing which has struck us so far in our tour," they said, " is that the British do not seem to appreciate what a lovely month May is for touring. Why, we have for the most part found empty hotels." How right they were! We were just concluding a 1,200-mile tour of Devon, Cornwall and the Exmoor part of Somerset, and for the most part we were the sole guests of the hotels we stayed in.

There were exceptions, however. On a day which might have been mid-summer we revisited the ever-popular St. Mawes. At that luxury hotel, Tresanton, where we lunched, Mr. Ian Bulloch, who seemed to us quite the right manager for the job, told us they were almost full. At The Rising Sun, an inn surprisingly modern in its appointments and in the excellence of its catering, Mr. and Mrs. Campbell Marshall said they had only one vacant room, and that probably would be let by tea-time.

Three days after at St. Ives we made for The Garrack Hotel, not anticipating any difficulty in getting a room for the night. " All I can offer," Mr. Tate told us, " is one of two small twin-bedded rooms. I think you had better see them first." There was no need for him to have any doubt. Both were charming, and we could have cheerfully spent a fortnight's holiday and slept in either. There was everything to make use of. Indeed, one of the features of this attractive hotel is the detailed thought that has gone into its furnishings and equipment. The only other hotel we found almost full, a clear testimony to the way it is conducted, was Northfield, in the residential quarter of Minehead, Somerset. Beautifully furnished, with a charming country-cum-sea outlook and surrounded by grounds, the envy of keen gardeners, we enjoyed a lunch which was a great credit to a chef who has been with Mrs. Clarkson from the day Northfield started as an hotel some fifteen, or longer, years ago.

May 1957 is now but a series of memories, but what pleasant ones. Devon hedgerows providing a massed display of wild flowers. Cornish downs and moorland ablaze with gorse. A hundred hotels were on our schedule. Some by now old friends, a dozen new discoveries and only one disappointment. Here for your notebook are brief notes on some new ones.

Near Totnes, in the hamlet of Cott.—" Dawn," a charming guest house, where Mrs. Caren, its owner, practises her love of interesting cooking and her flair for interior decoration.

Hope Cove, South Devon. Cottage Hotel.—A perfect setting for a family holiday. Sands, sea and rocks twenty yards below the hotel, and resident proprietors, Mr. and Mrs. Holliday, who are well versed in the art of building goodwill through satisfied visitors.

Pelynt. Jubilee Inn.—Three miles outside Looe. Its fame for good food and comfort is spreading far beyond the West Country. We had breakfast, lunch, dinner and spent a night here and came away saying " Very much recommended."

St. Mawes. Pen-E-Glos.—A small, homely hotel perched on the hillside with a grandstand view over the bay. Personally and admirably run by the Misses Thatcher and would well suit those whose purse cannot rise to The Rising Sun or Tresanton.

Portscatho. Eschol House Hotel and Club.—Situated outside the village on the hillside with uninterrupted views over St. Gerrans Bay. Owned by a Mrs. Purvis, an accomplished cook and an understanding hostess.

Pendower Hotel (postal address Ruan High Lanes by Truro).—Truro is misleading, for the hotel lies off the St. Mawes road 15 miles from Truro, overlooking St. Gerrans Bay, and for the last eighteen months has been under the personal direction of Colonel and Mrs. Ewer. We spent a most comfortable night here, enjoyed an excellent dinner and breakfast, and now look forward to a return visit.

Mullion. Mullion Cove Hotel.—This is the only hotel overlooking the famous cove and from our bedroom window we could not take our eyes off the ever-changing light on sea and cliff face. We had no prior intention of staying the night but were so impressed with the warmth and welcome that we signed in and everything proved to be as pleasing as we had sensed. Mr. and Mrs. W. P. Tillotson, who manage this hotel, could not have been more courteous and helpful. In response to our query whether there was an electric or gas fire in our bedroom so that my wife could wash and dry her hair, they said that they had an electric hair dryer at the disposal of their visitors. Novel service indeed.

Harlyn Bay. Polmark Hotel.—Mr. and Mrs. Henry T. Rendell deserve all the success they have achieved. They keep open all the year, rear all their own poultry, grow their own vegetables and so provide a direct-to-the-table service. With fresh flowers, up-to-date periodicals and books, the whole atmosphere is more that of a homely country club, which it is.

Finally, from the sublime we arrived at the simple.

Winsham, near Chard. Stuckey House Farm Hotel.—An admirable find for country lovers a few miles off the busy A.30 main road. Old and picturesque cottage-like bedrooms (no hot and cold but plenty of hot water), this small licensed hotel is owned by a Mr. and Mrs. Murray Young. (Mr. Young was once a master at Westminster, and looks after the poultry, garden, etc., while his wife, an excellent cook, concerns herself with the kitchen front.) A good base for an unspoilt countryside with the Dorset Coast only 15 miles to the south.

We told our new-found American friends about these and other finds, and their comment was " Well, all we can say is that if all your recommendations are as comfortable as this Gipsy Hill, where Mr. and Mrs. Castle have taken such good care of us, we may be compelled to postpone our homeward sailing on the *Queen Mary.*"

ABERDOUR, FIRTH OF FORTH. WOODSIDE HOTEL
Only three-quarters of an hour from Edinburgh, facing south. A most comfortable 20-bedroomed hotel, famed for food and wine. Golf, Bathing, Boating and sea-fishing close by. Tel.: 8.

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All touring the Western Highlands should note this charmingly positioned hotel (two minutes' walk from railway station), fully licensed and open all year round. Ideal base from which to visit the Inner and Outer Hebrides, via Oban (5 miles). Tel.: Connel 202.

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The only dour thing about this hotel is its name, for comfort and hospitality abound in this lovely Lutyens House. Within easy reach of city, first-class golf, private tennis court, lovely garden. Licensed. Tel.: Gullane 2144.

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LONDON, N.W.4. HENDON HALL
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For a night, a week, or a month, stay at this restful country house 14 miles from Bath. Admirable cooking, choice wines. Utterly different from the usual style. Tel.: Melksham 3388.

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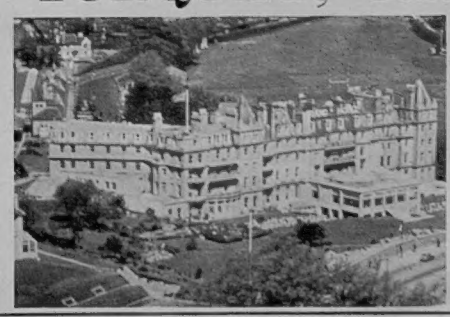

It's a good address for all ages at all times. Something for every member of the family to do. Squash, tennis, golf, billiards and dancing all free to residents. 200 bedrooms (many with private bathrooms), and a personal service. Joint Managers, Mr. and Mrs. O. R. Paul.

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CHILDREN'S VILLAGE

Pestalozzi, in Switzerland, is a Unique and Remarkable Centre of International Education

STUDIES IN SCIENCE: Children work with microscopes watched by their house-father in a home in Pestalozzi Village. In each house children of the same nationality are educated in their national culture.

WHERE CHILDREN OF MANY NATIONS LEARN TO LIVE IN PEACE: In the foreground are grouped the buildings of the Children's Village of Pestalozzi. Behind is Trogen, in the Canton of Appenzell, in Switzerland. Pestalozzi was built eleven years ago for war orphans from all over Europe.

Pestalozzi is a remarkable and genuinely encouraging achievement. It is an international village for children situated in Trogen, in Switzerland. Its creator is Walter Robert Corti, the Swiss author. During the war he was appalled by the tragedy of the suffering of thousands of children all over Europe, bereft of parents, homes and friends. In 1944 he propounded his idea of an international village for children and immediately met with an enthusiastic response in his native country. The little commune of Trogen offered an admirable site for the project, and when the war was over the scheme was equally eagerly supported by many other nations. The result is the community of Pestalozzi, named after the great Swiss educationalist, Johann Heinrich Pestalozzi, who took orphaned children under his care during the Napoleonic Wars 150 years ago.

THE FIRST LESSON: Youngsters are taught to read. There are some 230 children in Pestalozzi Village.

The first children to be received into the new village, on which 600 volunteers from seventeen nations began building in 1946, were orphans of the Second World War, although to-day its scope has been widened to include any children in need. At present it numbers some 230 young inhabitants from all over Europe. The children live in houses according to nationality, each house having a house-father and house-mother of the nationality concerned. Here they are educated in their mother tongue. The school curriculum is the same as that of the country of origin and the house-father is a fully qualified and experienced teacher. In the daily time-table the mornings are given to national school studies, but the afternoons are devoted to international classes in activities common to all countries. There are classes in German, the common language of Trogen, which is in the German-speaking Canton of Appenzell.

The important point to notice about Pestalozzi is that it is a balanced experiment. The children arriving with minds bewildered by the background of war or other unhappiness are not suddenly divorced from their national cultures. They are encouraged to grow constructively in them. But at the same time an international outlook is developed.

Pestalozzi is at present unique. But it is hoped that before long a second Pestalozzi Village may be started in England.

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A good new pipe is something he's been wanting for months, maybe years. So give him a Barling "Guinea Grain." The Barling design flat mouthpiece is for comfort; the mellow briar bowl is for years of cool, sweet smoking.

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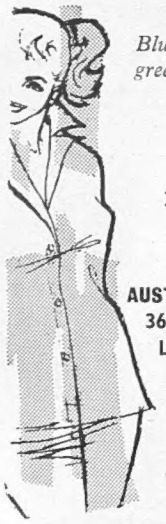
LADIES' AND GENTLEMEN'S



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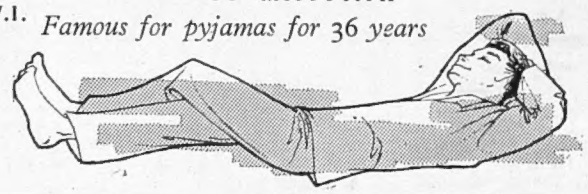

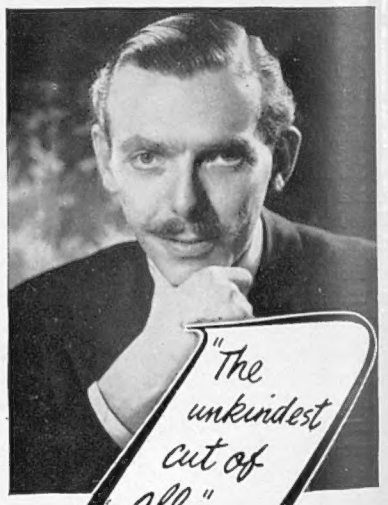

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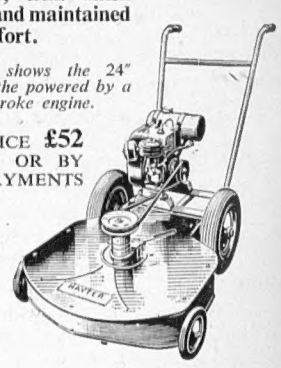

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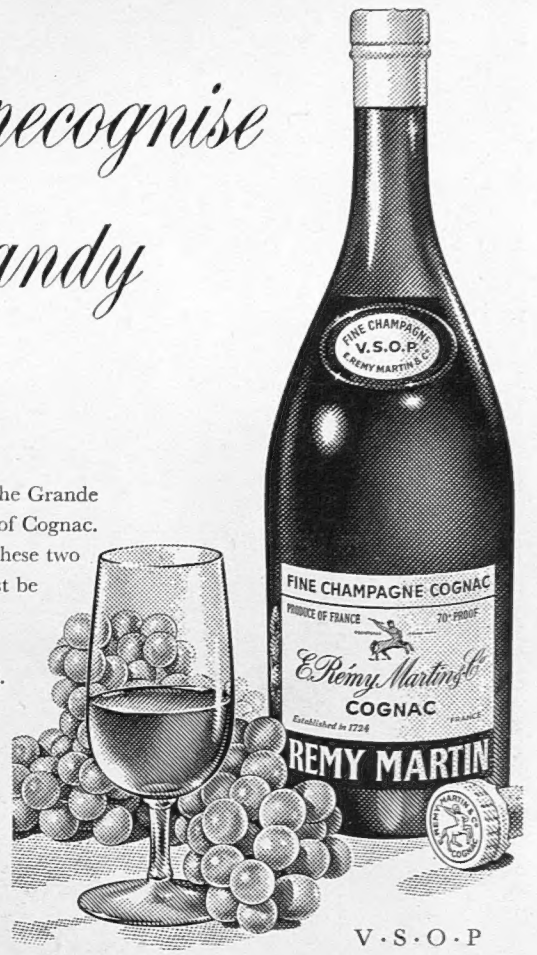

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June is the "lean" month for Dr. Barnardo's Homes—the time when help is needed more than ever. Will you see what you can do for the 7,500 children in our care? A Gift of

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Cheques, etc. (crossed), should be sent to 20 Barnardo House, Stepney Causeway, London, E.1.

The Right Honourable the

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Patron: Her Most Gracious Majesty The Queen.

The Fund itself carries out Cancer Research in its own laboratories without State aid. New lines of research are starting: new equipment and extra staff are wanted. Please send a gift to the Treasurer, A. Dickson Wright, Esq., F.R.C.S., at Royal College of Surgeons, Lincoln's Inn Fields, London, W.C.2.

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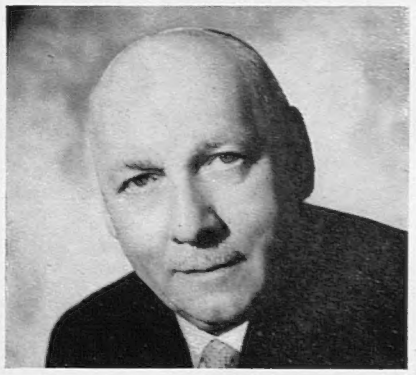

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TAKING TEA WITH THE WORLD

It's "men only" in Morocco

ILLUSTRATED BY JOHN BERRY

The Arabs were enjoying tea two hundred years before the Battle of Hastings! They introduced it to Morocco where it has been a favourite ever since.

The Moroccans use green tea. On special occasions in wealthy homes, a tea-maker is employed; in the average home the host himself makes the tea.

Moroccans first make tea as we do, but usually in a silver teapot most likely made in Sheffield or Birmingham. Then they add sugar—kept in loaf-form in a special box—a few leaves of mint, stir well, and serve in glasses.

The host drinks first. If the tea is not as sweet and "minty" as he likes it, he empties the glasses back into the teapot, adds more sugar or mint as required, and re-serves. Sugar is never put directly into the glasses.

Why no women in the picture? In Morocco, they are segregated.

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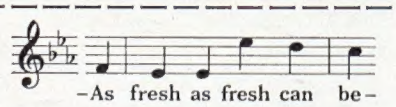

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